RAILROAD

MAGAZINE | 50c

OCTOBER, 1963

MRS. HETTY GREEN

HETTY GREEN'S RAILROAD

BY ARTHUR H. LEWIS

The world's richest woman owned the Texas Midland and her playboy son operated it.

WHAT'S WRONG WITH THE RAILROADS?

BY PETER JOSSERAND

Present-day steam power: Burlington 4-8-4 No. 5632 is wheeling Illini Railroad Club trip north of Savanna, Illinois. ▶

NEW DISCOVERY IN HYPNOTISM

shows how to hypnotize in 30 seconds!

Yes, an amazing new method has been developed to bring on quick, easy induction of the hypnotic trance. Now, for the first time, you too can benefit from this recent discovery in hypnotic induction.

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Want to hypnotize your friends? Your club members? HOW TO HYPNOTIZE is a remarkable primer that shows you just how to master the latest improved induction methods. The author, a widely experienced hypnotist and consultant, gives you the exact positions to take, the precise phraseology, all the steps necessary to hypnotize even the most difficult subjects.

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This book — which has been acclaimed by doctors and psychologists — is guaranteed to give you all the know-how necessary to induce the trance state in others. It not only explains the latest discoveries in hypnotic induction, but it shows step by step, move by move, exactly how to bring on the trance; how to transform the trance into deeper and still deeper states; and how to terminate the trance quickly and effectively without any dangers whatsoever. You are even given alternative methods, so that you can actually chose the one that suits you best.

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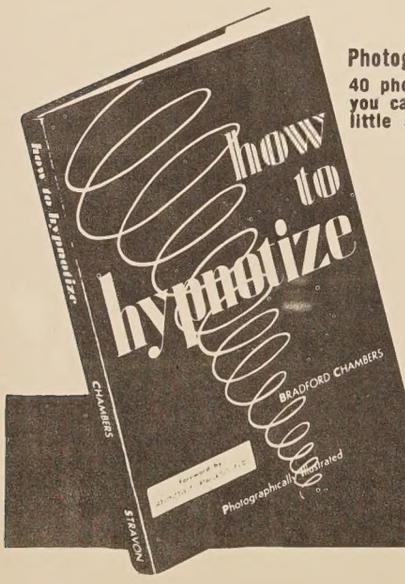

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THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

VOL. 74, NO. 6 OCTOBER, 1963 50 CENTS

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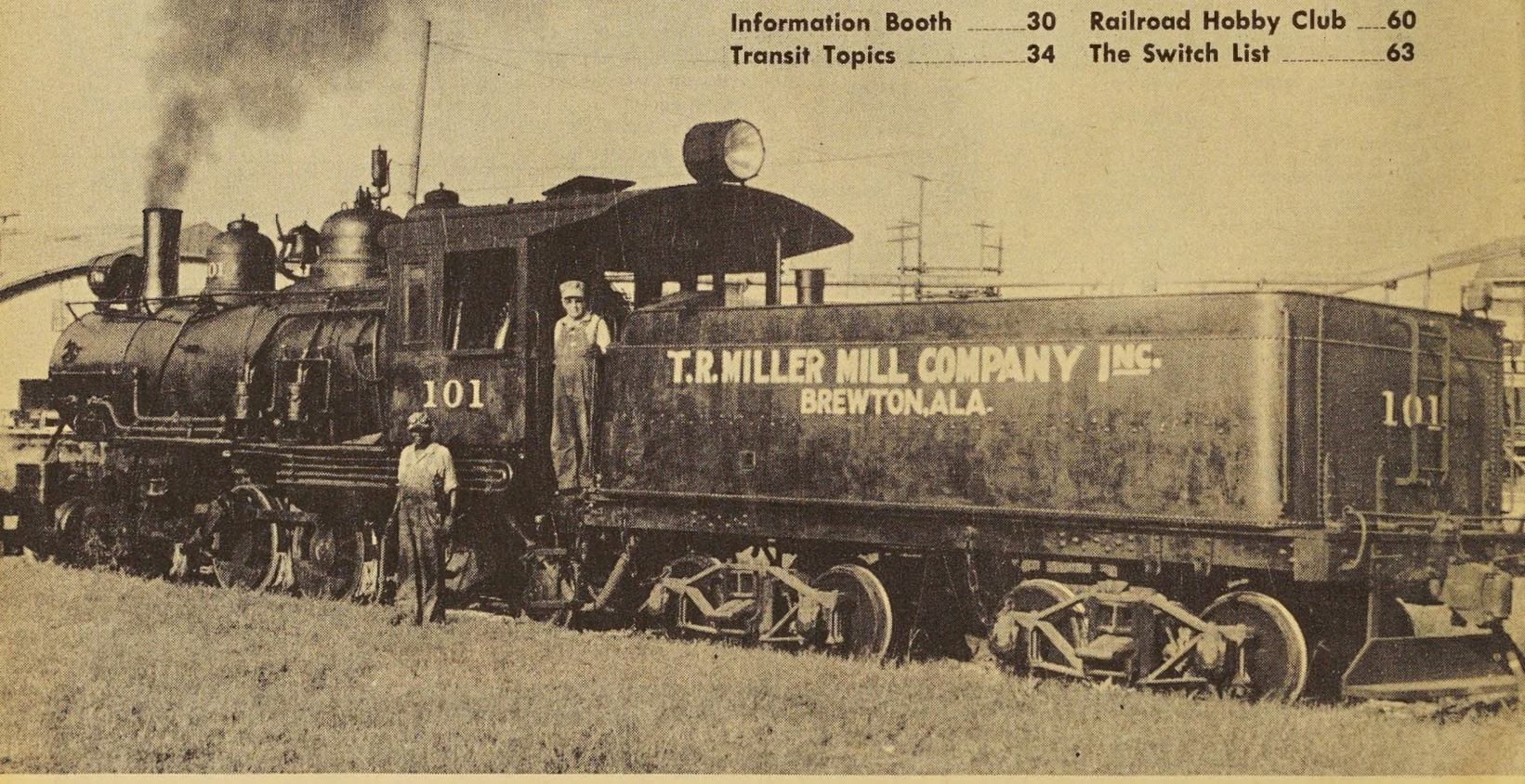
Engr. R. C. Rucker, shown in gangway, often runs this 2-6-2 oilburner (ex Tuskegee of Ala.) 101; Baldwin, 1924. T. R. Miller Mill also has a Baldwin 2-4-2T, No. 12. Welcomes railfans. Fireman is Joe Fountain.
Wilbur T. Golson



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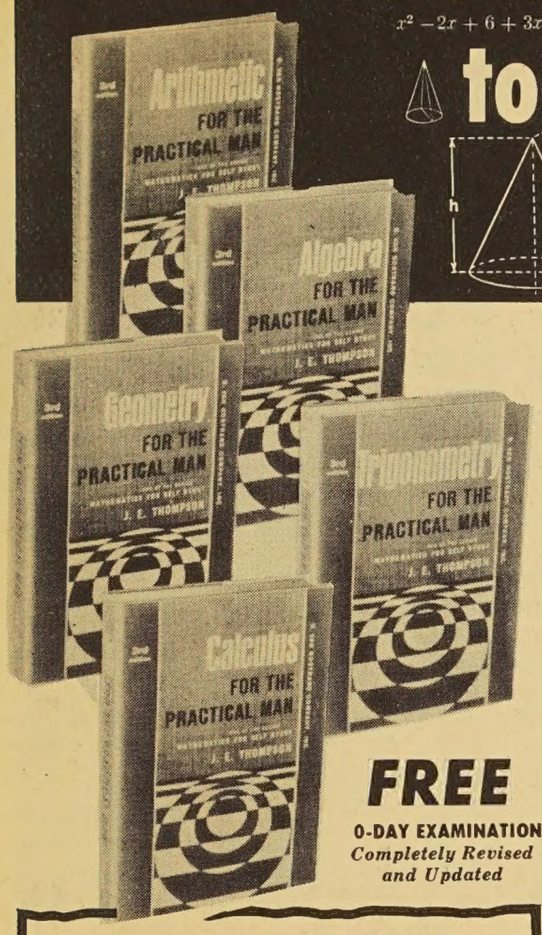

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MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

THIS issue features Southern Pacific because of its 100th anniversary. Leading article is Arthur H. Lewis's story of the Texas Midland, now part of SP. He wrote it especially for us with material not included in his *"Plum Tree"* best-seller. We have reviewed his book on page 40 among others dealing with SP. The latest *Interesting Railfans* in our series is Gerald M. Best, author of *Locomotives of the Southern Pacific Company*.

Burlington color-shot on our cover was made by Jim Boyd, age 21, 620 First Ave., Dixon, Ill., a recent graduate of Layton Art School, Milwaukee, photography department. Besides being a professional camera man, Jim builds locomotive models: an Illinois Central 2600 class 4-8-2, and IC 900 class 2-8-0, and now finishing a Burlington 300 class 4-6-0. He belongs to NRHS, Wisconsin Chapter; NMRA, Illini Railroad Club, Dixon Model Railroad Asso., and Brotherhood of Railfan Trainmen.

Hetty Green's portrait on our cover and Colonel Green's on page 40 are used by courtesy of *New Bedford* (Mass.) *Standard Times*. The noted railroad photographer David L. Joslyn (2164 Castro Way, Sacramento, Calif.), who worked for SP most of his life but is now retired, recalls having seen the Colonel step off a train at Sacramento one day with a group of brass collars. Although the Texas Midland president had an artificial leg, his limp was barely noticeable. His girl friend, Mabel Harlow, was not there. (Hetty Green pointedly called her "Miss Harlot," as Lewis mentions in his sometimes-amusing book.) ●

JOHN W. BARRIGER, president of the Pittsburgh & Lake Erie and author of an article on page 28, says he is looking forward to integral-type freight trains each 2 or 3 miles long, with 200 to 300 cars, to result from proposed Eastern railroad mergers. Each train, according to Barriger, will be propelled by 10 locomotives spaced throughout and capable of transporting 20,000 to 30,000 tons of coal, ore, or other bulk commodities. ●

HAYWIRE MAC'S picture in our August issue had a special interest for ex-boomer C. B. Gordon, 4451 Edgewood Pl., Riverside, Calif., who was a friend of his.

"The last letter Mac wrote me before he died said he was having a rough time with his railroad retirement record," Gordon recalls. "I appreciated his dilemma, having worked for 22 pikes myself in nearly 52 years of railroading, hiring out under various *flags* (phony names). I drew pay on six divisions of the SP, with a different flag on each. But unlike Mac, I finally settled down on one road, the Union Pacific, for my last 30 years of work, so that when I retired in 1949 I didn't need a record of early jobs to qualify for a pension.

"During my boomer days I never missed a meal, but quite a few of the meals came a day or two late. I began railroading in 1898 as a B&O station helper at age 15. I was big for my age and posed as 18. After a while I qualified for telegraph service; then I went firing. On the very day I married, in 1902, I was promoted to engineer.

"One cold January day in 1909 I was spotting ore hoppers for unloading at a Pittsburgh steel mill, knocking the stack off my small 0-6-0 to get the cut up the grade. A falling brakebeam derailed all 5 loaded hoppers, killing my conductor and brakeman and scalding my fireman. The engine and tank jackknifed as they went down. My left arm was caught in the Johnson bar, tearing the ligaments and making it impossible for me ever to return to engine service.

"After recuperating, I went back to telegraphy, became a train dispatcher, and was working in the UP depot at Riverside in 1949 when I retired." ●

MAINE CENTRAL is New England's only railroad still using Morse regularly to dispatch trains and send messages, reports a retired telegrapher, Jack Haggerty, P.O. Box 51, Boston, Mass. The Canadian Pacific uses Morse for messages but not dispatching unless the telephone fails. Canadian National and Central Vermont dispatch by voice circuit but send messages by teleprinter, or by Morse in the event of failure of voice circuit and "deadhead" offices at St. Albans, New London, and Montreal.

Bangor & Aroostook sends messages by Morse. The New Haven still uses a Morse wire in Boston for messages as far as New Haven and sometimes, when qualified men are available at both ends, for dispatching also. The Barre & Chelsea and St. Johnsbury & Lake Champlain dispatch by radio. Boston & Maine uses radio between trains and CTC stations. ●

WE LIKE to get letters from readers but please keep them brief. Our volume of mail has become so heavy that we can't keep up with it. We cannot possibly read and answer a large number of long letters every day and still find time to give magazine production the attention it needs. Furthermore, we are not geared to supply railroad information by mail, so please don't expect it. If only our good friends would cut down on wordy letters, we could devote more time to improving the magazine itself—which, after all, is our main job. ●

Modern innovation on Swedish State Railways: cubicle for tiny children makes long-distance travel by mothers more pleasant and comfortable; 30 specially-designed coaches were built by Kockum, a Swedish company.
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OVERSEAS. British labor is agog over plans of Dr. Richard Beeching, chairman of British Railways, to reshape the nation's rail system and make it pay. Beeching proposes: (1) Closing more than half of Britain's 4500 passenger stations, (2) raising fares, especially for London commuters, (3) dropping 70,000 railway employes within three years, (4) faster and more frequent freight trains, and (5) final elimination of steam power.

Worst railway depot disaster on record occurred May 29, 1963. The roof of Cais de Sodre Station in Lisbon, Portugal, collapsed suddenly, due to poor construction, crushing 48 persons to death, injuring others.

How many trainmasters would believe a conductor's alibi for a train delay blamed on a swan's broken leg? Last May 27th 3 British Railways trains were delayed for that reason and another train was cancelled. A crippled swan lay on the tracks between Shepperton and London's Waterloo Station. One engineer waited till the Royal Society for the Prevention of Cruelty to Animals could remove the bird, which held up the other trains also.

Experimental use of radar on locomotives to detect obstacles on tracks is being undertaken by the Japanese Rail-

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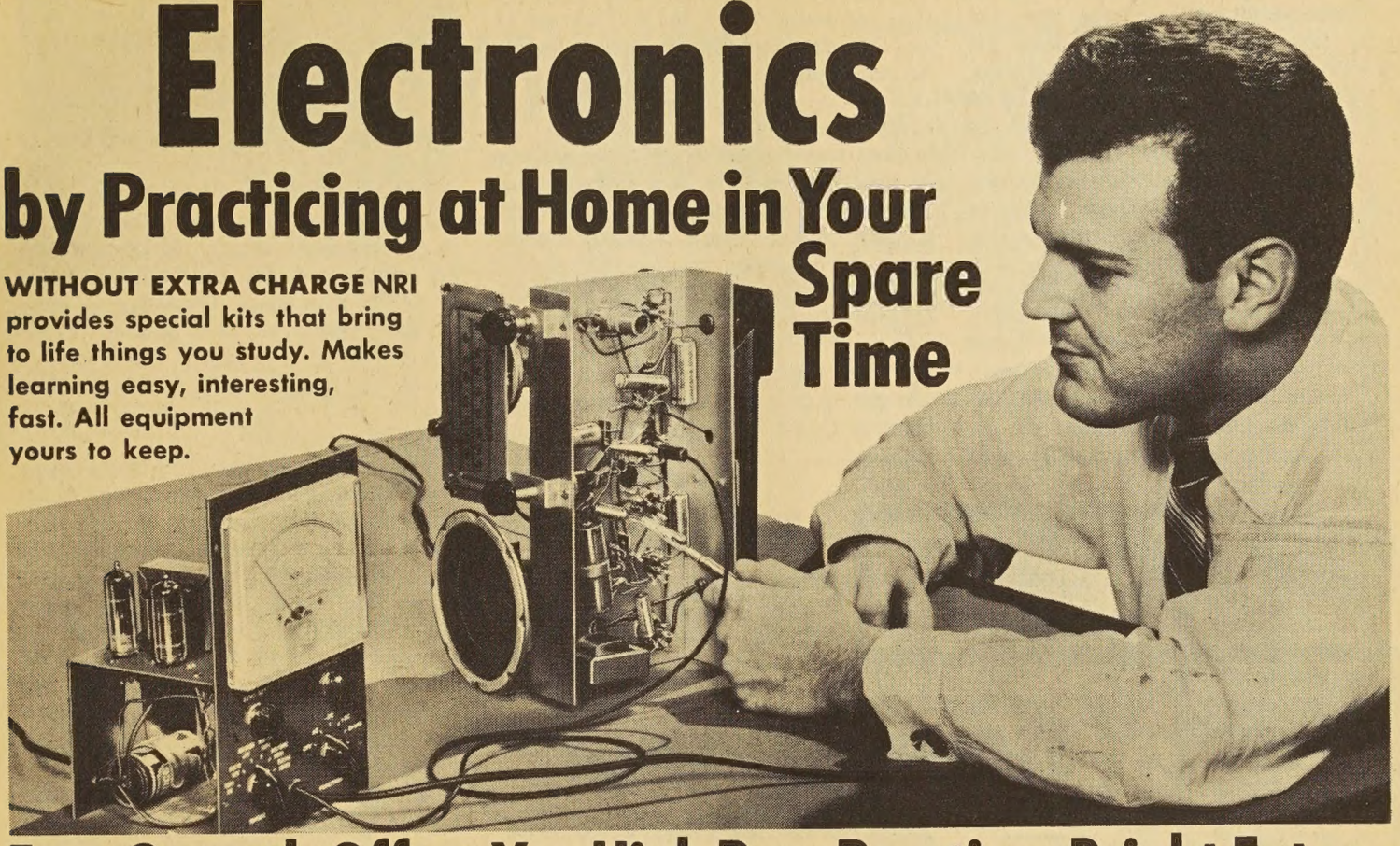

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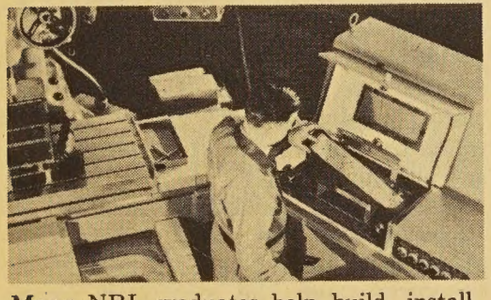

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J. M. SMITH
President

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After graduating I was a shipboard radio operator. Now I am chief engineer at Station WARA.

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way Technology Research Center. This is probably the world's first use of ground search radar on trains, the radar being connected to a warning device in the engine cab. If the tests succeed, the Center plans to install radar equipment on super-speed trains of the new Tokaido line. Laboratory tests thus far indicate that radar can detect objects, including stones, at a distance of up to two miles.

June *Information Booth* said Australia has the world's longest stretch of straight track, 328 miles. Australia also boasts the third longest stretch, 115 miles of nearly level track between Nyngan and Bourke on the New South Wales Government Railways' main western line, according to G. L. Johnson, editor of *Railway Transportation*, 56 Young St., Sydney Australia.

Several tramps sought shelter one night in a British Railways passenger train due to leave Wimbledon for West Croydon at 6:22 next morning, reports Joseph Fox, Monomark BM/EXN3, London WC 1, England. Morning came, they refused to leave. By the time police arrived, the train was so late it had to be cancelled.

Our June issue mentioned an ice hockey team called the Nashville Dixie Flyers from the L&N train of that name. "In England the old London & North Eastern had a whole class of steam locos, B17, named for football clubs," writes J. Bennett, 38 Minster Road, Oxford, England. ●

TWO Australian misses who want pen pals are Dianne Puttock and Cherryl Quarman, whose fathers work

Dianne Puttock

Cherryl Quarman

for the New South Wales Government Railways. For nine years Cherryl lived in a trackside cottage, which explains her enthusiasm for railroading. She is a petite blue-eyed brunette, a non-smoker, employed in a Sydney "frock saloon." Her pet peeve is being kidded about her height (only five feet). Her father, Roy Quarman, is a railway guard (trainman).

Cherryl remembers a big train-riding dog that used to hang around the depot near her home, sleeping on the platform. When her father came by and said "Boxer!" the animal would make a flying leap onto the train. For many years Boxer rode electric trains in the Sydney area and was well liked by railway men and passengers. One day he broke a leg. The guards chipped in a few shillings to get the leg treated so he could go back to the depot.

Cherryl lives at 72 Ulm St., Ermington, N.S.W., Australia. Her ambition is to become a train hostess at age 18, two years hence. The other girl, Dianne, is a daughter of Jack Puttock, an assistant stationmaster.

"The happiest time I've ever known," Dianne writes, "was the month I spent in the bush country with my Uncle John. He was then stationmaster at Banyabba, a remote spot consisting of three railway cottages surrounded by a forest. On Saturdays we would ride a brake van (caboose) into the nearest town, 30 miles away, returning to Banyabba late that night."

Her father's career is interesting. One day while in charge of a crossing station on the North Coast he threw the wrong switch, nearly causing a head-on collision. Fortunately, an engineer saw what was about to happen, sounded a warning whistle, and saved the day. Besides having the scare of his life, Mr. Puttock was penalized with a three-months reduction in grade, during which time he worked at a freight shed in Coffs Harbour.

There he ran into more excitement. A circus came to town. That evening elephants were hauling cages to the station for loading onto the show train when eight lions escaped. An engineer, bending down to look under his engine, felt a bump, turned around, and met a lion face to face! Frightened, he made what must have been a world record for climbing into a locomotive cab. Circus

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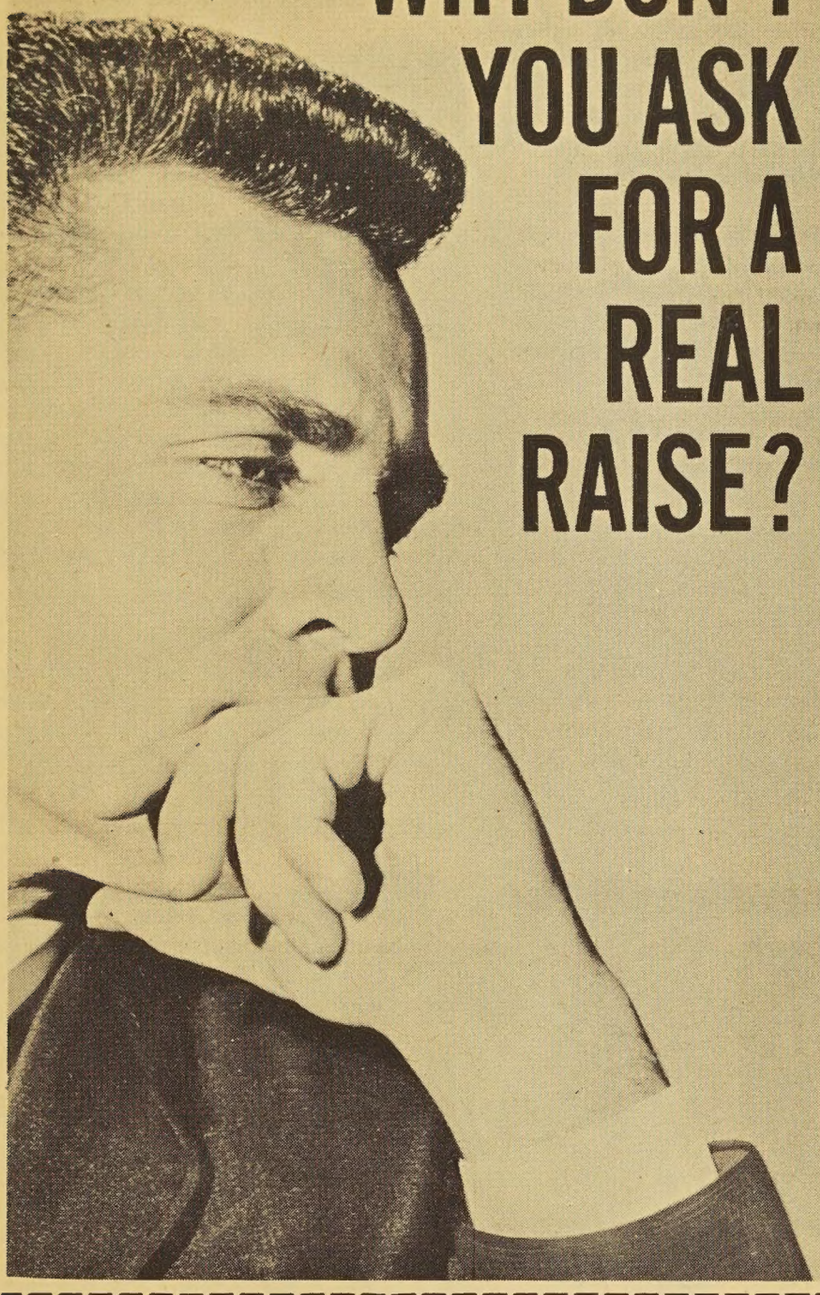

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attendants soon netted six of the liberated beasts. The other two took to the hills and banana plantations, terrifying a family of aborigines, but eventually were rounded up.

Dianne is 17, has fair hair, brown eyes, is a children's garment worker, and detests cigarettes. The Puttocks live at 6 Louis Street, Corrimal, New South Wales, Australia. ●

BRIEFLY SPEAKING. President Kennedy has urged Congress to build an $800 million rapid-transit rail system as "essential" to improved transportation in Washington, D.C., and suburbs (now served poorly by buses). The proposed system including a city subway and surface lines in suburban Maryland and Virginia, would take about 10 years to build.

Nickel Plate has dropped two more trains—daytime Chicago-Buffalo passenger runs—while Erie-Lackawanna is discontinuing two night passenger jobs, laments Bill Kessel.

Only 5 of New York, Susquehanna & Western's 200 commuters accepted the offer made last April by board chairman Irving Maidman to pay each one $1,000 if all would find others means of transportation. Claiming the line was losing over $200,000 a year on passengers, Maidman had hoped to drop that service entirely. But the riders vetoed that plan, so he is refurbishing the cars to please them.

New use for carferry: Milwaukee city's biggest July 4th celebration, this year, was climaxed by a massive fireworks display launched from over the side of Chesapeake & Ohio's *Badger*, anchored in the harbor.

At least three cities, Milwaukee, Chicago, and Brookfield, Ill, have zoo railroads in addition to those at Portland, Ore., St. Louis, New Orleans, San Antonio, and Mexico City, say Joseph M. Bak, Jr., and Elliott Kahn, commenting on a June item.

Norfolk & Western has decided against converting VGN Class EL-C electrics to diesel-electrics, and will scrap them, reports Lloyd Lewis, author of "Before the Wires Came Down" (June '63 *Railroad*).

"I seek info, on old Port Arthur, Duluth & Western logging road on Canadian-Minnesota border, including date of abandonment," writes Peter Johnson, 2635 Girard Ave. N., Minneapolis 11, Minn.

"John Martin's article on Reader RR. in Aug. issue says he married Estela, lunched on train with Alicia—who's Alicia?" asks James Crimmins, Exeter, N.H. (*Mrs. Martin's name is Alicia Estela but most people call her Estela.*)

Terry Alvey's interest in railroads came mostly from her grandfather, Sam Mazza, an Illinois Central section man for 44 years, now retired. The old fellow recalls the time a boulder rolled down a mountainside where his gang was working; they had to shove it off by hand, which took two days. He remembers. too, the pay-car that paid the men in silver, every 30 days. Terry is a high school freshman, 1330 N. Schuyler Ave., Kankakee, Ill.; she wants teenage pen pals.

John Thompson, 82, reportedly the final survivor of the crash of a Southern fast mail immortalized by the ballad, *Wreck of the Old 97*, died last March at Lexington, Va. He was a mail clerk on that train. Two other men also survived; 11 were killed. ●

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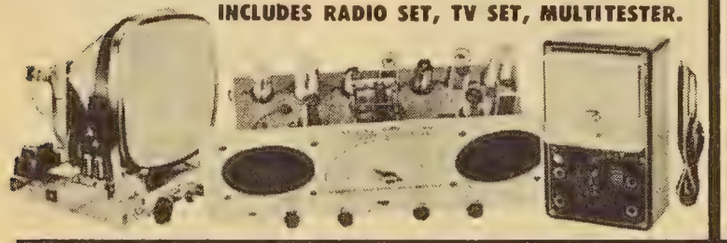

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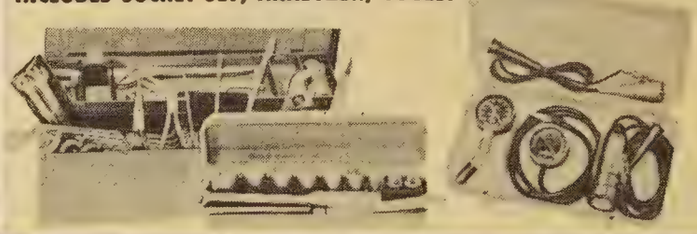

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HOW TO START

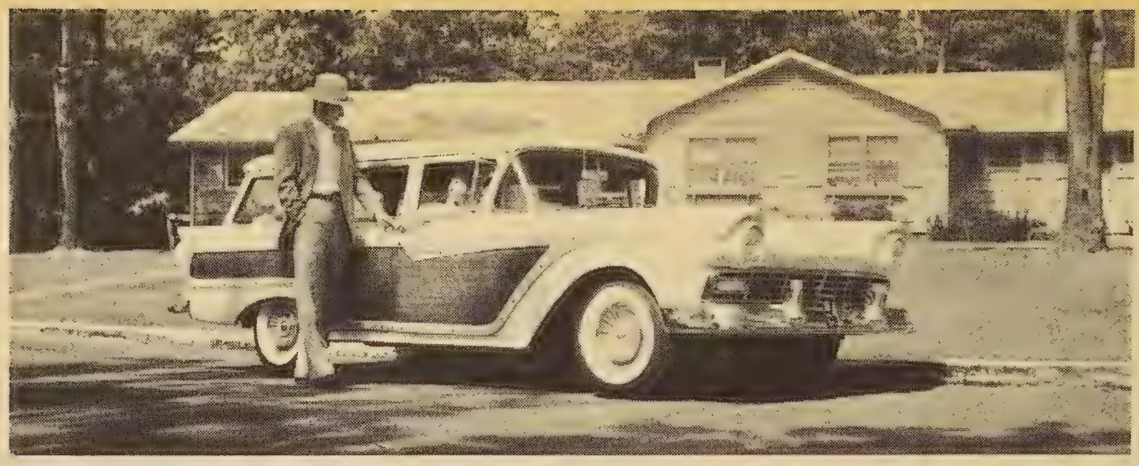
Your Own Mail Order Business

By Robert Stevenson

You can make a fortune by mail. New firms will set you up in a fabulous mail order business of your own! They'll make up your catalogs, prepare your advertising, supply mailing lists and even ship your products for you!

When Anthony Sambati injured his back and was laid off from work he never dreamed it would be a blessing in disguise. Bedridden for weeks, he decided to start a small mail order business. This was something he could run right from his own home and required very little capital to begin. In fact, Sambati started with less than $85.00.

He figured that a small mail order business might



After a short time in mail order, Sambati soon had a beautiful home with all the luxuries of a successful businessman.

provide a temporary income to support his family until he got back on his feet. His first step was to obtain a franchise from a large wholesale mail order firm which supplied him with all the necessary catalogs and mailing literature. It wasn't long until his spare-time venture blossomed into a booming enterprise. Drawing a small salary and pouring the rest of the profits back into the business, he soon had others working for him! Today he owns a large retail store, his own warehouse and a beautiful home with all the luxuries of a successful businessman.

Sambati's story is typical of a number of men and women who began a small mail order business with absolutely no previous experience, and made a huge success of it. These 'little' people are quietly pocketing big profits every day—many content to keep the business small . . . spending an hour or two each day in the privacy of their own home. No bosses, time clocks or small pay envelopes. No door to door selling, in fact, you never even meet your customers face to face.

Yes, a small one-man mail order business is ideal for anyone wanting a chance to gain financial security and independence. Yet thousands try mail order each year and fail, simply because they don't learn the few simple secrets of success early in the game.

Take the case of Bud Sheer who had been working for a theatre in a small New Jersey town. With only a few hours spare-time to spend each morning, he tried mail order to supplement his regular income. Like many beginners in this field, Sheer was faced with the problem of finding good mail order items which would have a high mark-up and repeat sales potential. But the biggest obstacle was the expense of printing a catalog.

Then he heard about the A. J. Statile Co. of Montvale, New Jersey—an organization set up to aid the small mail order beginner.

He wrote to A. J. Statile Co. for full information, sent in his application for a franchise and within a short time the cash began rolling in. Today Bud Sheer *owns* the theatre he once worked for. Sheer attributes his success in mail order to the A. J. Statile Co. Actually, the theatre he owns has become a side investment. He still uses the beautiful 300 page mail order catalogs supplied by A. J. Statile Co.

How does the Statile Co. help the beginner get a sound start in mail order? Very simply. Just as Henry Ford made automobiles within the reach of the general public—by mass production and large volume.

Let's take a few specific examples:

(1) All franchised dealers of A. J. Statile are offered ready to mail catalogs and sales literature. Each mailing piece has the dealer's name and address printed right on it. By printing millions of catalogs, Statile is able to offer these at a fraction of their regular cost. The artwork and layout costs for these catalogs would run into thousands of dollars for the beginner if he were starting from 'scratch'.

(2) Since all mailing material and catalogs contain your name and address, all orders come directly to you. Yet you don't have to invest one penny in inventory. All merchandise is stocked for you. In fact Statile has over $3 million dollars worth of mail order merchandise at your disposal.

(3) All packaging and shipping is done for you. You simply send a shipping label to Statile together with the wholesale cost of the items, and the merchandise is shipped directly to your customers under your own shipping label.

(4) A consultation service is provided to answer any questions you may have. You receive a secret list of over 100 national magazines which run free ads. You'll be shown how to obtain free publicity on your own mail order items. In addition, you obtain trade names and addresses of over 150 other mail order wholesalers who drop-ship top mail order items for you. You'll also be given all the government laws and regulations pertaining to a home operated mail order business. These laws are a 'must' for all beginners.

All this valuable information is covered in the Statile Mail Order Survey which every new franchised dealer receives from Statile before they begin. Formerly sold for $25.00, this survey has become the 'bible' of the trade. Mr. J. M. of Baltimore, Md., writes, "To tell the truth, all the information in regard to obtaining free ads is alone worth the $25.00 I paid you . . ." J. D. of Kalamazoo, Mich., states, "Just a personal note to say I am most satisfied with my $25.00 investment. Your sales plan is simple and well organized . . ." These are only a few of the many testimonials received praising the Statile Mail Order Survey.

Advertisement

(5) The catalogs and mailing literature offered by Statile Co. cover every conceivable mail order item. You select the field you are interested in . . . BABY ITEMS, TOYS, APPLIANCES, VITAMINS, BOOKLETS AND MAIL ORDER COURSES, you name it,

The thrill of receiving money in your morning mail is one you'll never tire of.

Statile has the catalog or mailing piece. Select your market, order your mailing literature and you're in business.

(6) You'll be told how to compile your own mailing lists—and this is the most important part of your business. Many a beginner has fallen by the wayside simply because he mails his catalogs to a poor list of names. Suppose, for example you offered a beautiful scale model of a 40′ Chris-Craft cabin cruiser by mail. You would probably make your mailings to boating enthusiasts and the chances are that nine times out of ten your mailings would show a loss instead of a profit. How would Statile help you solve this particular mailing list problem? He would show you where to get the names and addresses of *actual owners* of 40 foot Chris-Craft cabin cruisers! Surely every owner would like to have a scale model of his own boat. Strange as it may seem, such a mailing list is available to anyone. The secret is where to find it. This is just one example of how an experienced mail order expert giving you personal advice, may mean the difference between success and failure!

This same method of obtaining selective specialized mailing lists may be applied to practically any market . . . selling baby items to new mothers, selling toys to young children, etc., etc.

So much for starting your own mail order business. Now, a word of caution. OBTAIN YOUR MAIL ORDER FRANCHISE FROM A REPUTABLE MAIL ORDER FIRM. Unfortunately, during the past few years a number of ads have appeared in newspapers and magazines offering to start people in mail order. The ads are grossly misleading. Many imply that you can become a millionaire over night if you use their catalogs. Beware! Particularly if they operate their own mail order business direct to the consumer. These firms compete with their own franchised dealers! They could just as well mail all the catalogs themselves. They don't need you.

Other shady firms fail to drop-ship your orders promptly, thereby losing customers for you. In mail order, prompt shipment is an absolute requirement for a successful operation.

Deal only with firms whose business is preparing catalogs and shipping merchandise. They operate on a strict wholesale basis for franchised dealers exclusively. Such a firm is the A. J. Statile Co. Letters from successful franchised mail order dealers speak for themselves. A woman from Milwaukee writes, "It has been better than my expectations." A gentleman from California states "we are quite pleased with the response we are receiving". Another man from Wisconsin writes, "To say the least, I am more than satisfied."

Yes, a small mail order business offers you an opportunity to earn a second income, or—if you work at it in earnest, a chance to strike it rich. The young housewife in St. Louis may be content to make an extra $20.00 a week . . . the office worker in Los Angeles may be aiming for $150.00 weekly full time business . . . and the ambitious schoolteacher in Newark may reach $20,000 a year. What is your objective? Set your own goal, pick your own hours, and the sky is the limit.

Even a government report stated that a number of the most successful one-man mail order enterprises make as high as $40,000 to $50,000 a year! But frankly, this is the exception rather than the rule. Most mail order operators are content to earn a comfortable living doing little physical work, but enjoying their work thoroughly! We don't say you'll be a mail order millionaire or another Sears & Roebuck, but if you're looking for a busines of your own with financial security, the answer is mail order. If you've already tried mail

Big firms will carry all stock for you. They ship orders direct to your customers using your own labels.

Your Own Catalogs of Top Mail Order Items!

• NAME BRAND GIFTS, BABY ITEMS

• CATALOGS OF TOYS, MERCHANDISE

• CORRESPONDENCE COURSES

A. J. Statile Co. will prepare your catalogs, write your sales letters, supply mailing lists and even ship merchandise for you, using your own shipping labels.

order with little or no success, don't give up! Try to analyze what went wrong. Success comes only to those who keep trying and learn from their own mistakes. Again we emphasize, deal only with a reputable firm.

The A. J. Statile Co. has been in business for over twelve years. They gladly furnish bank or trade references upon request. They are probably one of the largest mail order wholesalers in the country. Whether it be toys, gifts, vitamins or appliances—they've got it ready to ship under your label WITHIN 24 HOURS!

Firmly convinced that no other business offers the tremendous opportunities of mail order, A. J. Statile, president of the firm, is an outspoken advocate of the man or woman who wants to start in business for himself. As Statile puts it, "by all means, start your own business and start NOW! If you want a chance at security and financial independence make your choice mail order. There's nothing like it. Absolutely nothing!"

MAIL COUPON BELOW — NO OBLIGATION

A. J. Statile Co., Dept. AM-28 • Montvale 28, N. J.

Dear Mr. Statile:

Please send me complete FREE details telling me how I may obtain a franchised mail order dealership with your firm. I understand I am under no obligation and no salesman will call on me.

NAME ..... AGE ..... SEX .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

PREVIOUS EXPERIENCE, IF ANY .....

HETTY GREEN'S RAILROAD

The Texas Midland was owned by the world's richest woman and was operated by her playboy son.

By ARTHUR H. LEWIS

Author of current best seller, "The Day They Shook the Plum Tree"; copyright 1963 by Arthur H. Lewis

Mrs. Hetty Green, as seen by a staff artist on an old Philadelphia newspaper, *The North American*.

BEFORE a windstorm lifted it from a crumbling foundation more than thirty years ago, a decrepit wooden shack stood on the Southern Pacific right-of-way 58.3 miles south of Paris, Texas. A weatherbeaten board, nailed to the east side of the one-room shed, bore in clearly discernible traces of gilt lettering the legend "Harlow. (pop. 1)." As far as students in this highly restricted lore are concerned, it was the only American railroad station ever named for a prostitute.

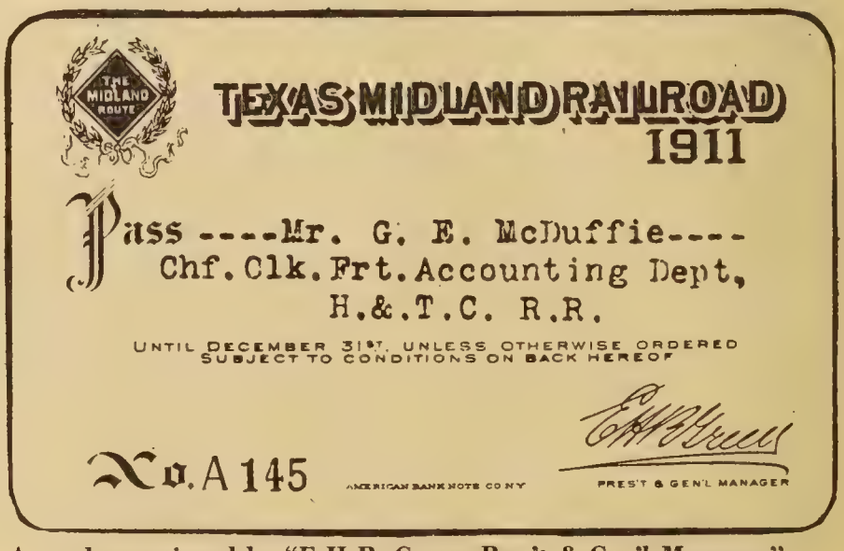
Actually, no human habitation could have been seen "on the lone prair-ee" within miles of that shack, but it was technically a railroad station. Any passenger train on the line, even the lordly *St. Louis-Galveston Limited*, would have stopped there on signal if a traveler had desired to get on or off.

Miss Mabel Harlow, the redheaded beauty for whom this flagstop was named and to whom the Limited paid obeisance by slowing down while an extra long blast of its steam locomotive whistle awakened Pullman passengers speeding through the night, was no ordinary streetwalker. This erstwhile toiler in a Chicago bordello was, in fact, the Colonel's lady, the Colonel being none other than Ned Green, president and general manager of the Texas Midland Railroad and only son of Mrs. Hetty Green, who was then the world's richest woman.

To be the patron saint of a lonely Texas flagstop was the least of Miss Harlow's many distinctions. Far greater glory came her way later when a

***Official Guide* map (1907) shows the stations named for Miss Harlow, Hetty Green, and the Howland ancestors.**

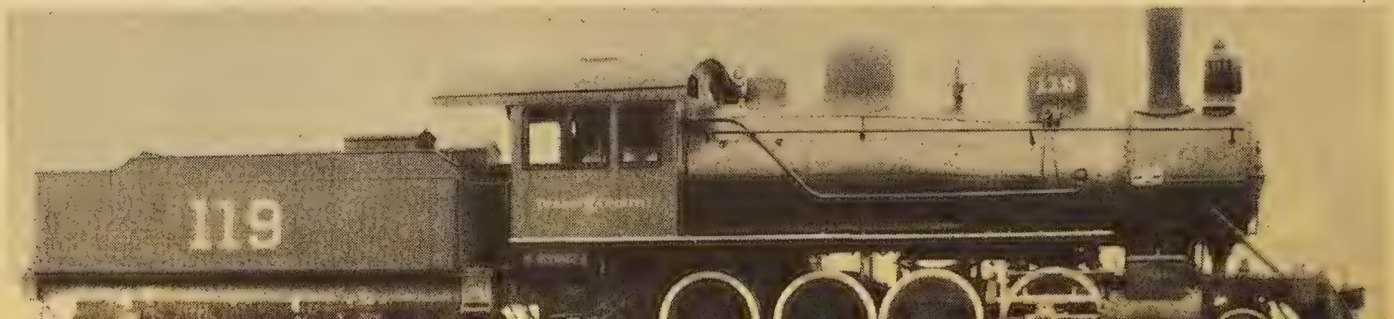
Ned as young man. (Right) 1927 picture of Mabel, then his wife.
Courtesy of New Bedford (Mass.) Standard Times



Annual pass signed by "E.H.R. Green, Pres't & Gen'l Manager."
Collection of Fred M. Springer, 2701 Milton Ave., Dallas, Texas

President Green had a Pullman palace car built for him and his girl. He named it *Mabel*, later renamed it *999*, then *Lone Star*.
Collection of H. J. Heaney, 704 Joyce St., Houston, Texas

Texas Central engine photos such as this one are hard to find. The TC was a predecessor of the Texas Midland.
Collection of Everett L. Degolyer, Jr., 4330 Bordeaux Ave., Dallas, Teaxs



$75,000 palace car, opulent and glittering and built under the personal direction of Mr. George Mortimer Pullman, was dedicated by President Green at Terrell, Texas, just outside the Texas Midland's general offices. The railroad executive dubbed his shiny new playtoy *Mabel.*

The Texas Midland, Mabel Harlow, and the palace car played important roles in the colorful life of Edward Howland Robinson Green, known to his friends as Ned or "the Colonel."

This single-tracked road sprang from the Houston & Texas Central. Incorporated in 1879 and built in the early '80's, the H&TC ran short of funds, like countless other railroads before and since, and couldn't pay the interest on its bonds. On April 22, 1891, it was sold under foreclosure and shortly afterward became the Texas Central.

A heavy investor in that road was Mrs. Hetty Green, by then worth at least $90 million, most of it made on Wall Street, where she devoured bulls and bears with equal relish. Hetty had been feuding with Collis P. Huntington of the Southern Pacific. At that time the SP tycoon was attempting to assemble lines in Texas. She blamed him for the H&TC receivership, and in later years fought him in every way she could.

Her dislike for Huntington prompted her to try to buy the Waco & Northwestern out from under him but she didn't quite make it. She did acquire the northeastern branch of the Texas Central in 1892. This was really an "orphan" railroad—not connected with the main line—extending for 52 miles from Garrett through Midland Junction to Roberts. Hetty figured she could put the squeeze on Huntington by forcing him to buy her broken-down branch at a highly inflated price.

But the deal fell through, temporarily at least, and Hetty took physical possession of her 52 miles of rusty track, light rail, decrepit rolling stock, and disgruntled employes. She formed a new company, the Texas Midland, to operate it. The move cost her $75,000 in cash and three-quarters of a million dollars worth of Texas Central bonds.

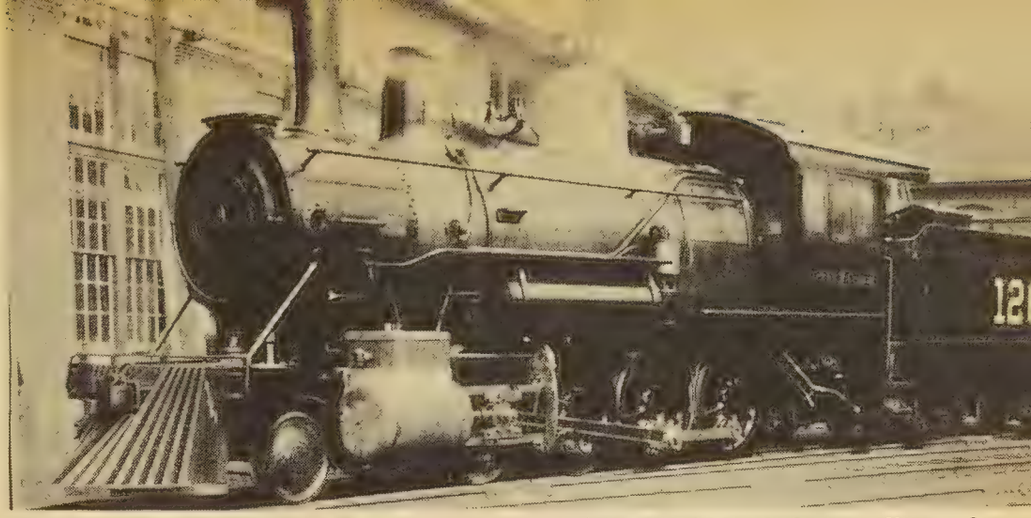
TO PROTECT the investment, she installed as president and general manager her son, a huge man, six feet four inches tall, eventually weighing three hundred pounds. Until this point the 25-year-old Edward Howland Robinson Green, who had lost a leg from gangrene following an accident and was using a cork leg, was simply Mama's trusted messenger boy. His sole duties had been to deliver securities and notes from Hetty to brokers scattered all over her expanding domain which stretched from Bellows Falls, Vermont, to the Golden Gate.

Hidden traces of genius inherited from his brilliant and domineering mother rose to the surface. To the surprise of everyone, this inexperienced young man, in the course of years, developed the Texas Midland into one of the best-managed shortlines in the United States. His ordinarily penurious mother opened her checkbook lavishly for these improvements and Ned spent the money with intelligence. Interstate Commerce Commission reports show that between 1891 and 1914, two years before her death, Hetty Green poured nearly $1,800,000 in cash into the railroad coffers.

The story is told that when Ned, a handsome fellow with a mustache, arrived in Terrell to take control of the TM he presented a certified check for half a million dollars to one of the local banks. That was twice the bank's total resources, but he did not demand immediate cash. The astounded bank officials wired to New York for some means of identifying the tall young stranger. Back came the word: Green has an artificial leg and a mole just above the left eye. This completed the identification; the bank directors promptly elected him a vice president.

In 1894, a year of national panic highlighted by the Pullman Strike, Hetty's son undertook a building program which eventually gave the Texas Midland a total of 125.22 miles of main stem, running from Paris (northeast of Dallas) to Ennis (southeast of Dallas), plus thirty-seven miles of spurs, sidings, and yard tracks.

At first it included fourteen miles of trackage rights over the Cotton Belt Route between Greenville and Commerce, but in 1921 the Texas Midland closed this gap by building its own Greenville-Commerce line. Thanks to Ned Green, it connected with the Houston & Texas Central at Ennis instead of Garrett, and with the Cotton Belt



Texas Central engine 126: Mrs. Hetty Green had $750,000 of this road's stock.
Collection of Everett L. Degolyer, Jr.

Locomotives of the Texas Midland

Road Number	Builder	Serial Number	Date Built	Wheel Arngt.	Cylinders	Drivers
4	Baldwin	10026	1889	2-4-4	15x22	46
98	Schen.	4597	1897	4-4-0	19x24	69
99	Schen.	4598	1897	4-4-0	19x24	69
105	Baldwin	?	?	4-4-0	16x24	56
106 (1st)	Baldwin	5270	1880	4-4-0	16x24	56
106 (2nd)	Schen.	4537	1897	4-4-0	17x24	62
107 (1st)	Baldwin	5271	1880	4-4-0	16x24	56
107 (2nd)	Baldwin	4498	1896	4-4-0	16x24	62
108	Baldwin	5273	1880	4-6-0	16x24	56
109	Schen.	4206	1894	4-4-0	17x24	62
110	Schen.	4232	1897	4-6-0	18x24	56
111	Schen.	4213	1897	4-6-0	18x24	56
112	Schen.	4499	1897	4-6-0	18x24	56
113	Schen.	4500	1897	4-6-0	18x24	56
114	Schen.	4501	1897	4-6-0	18x24	56
115	Schen.	4538	1897	4-6-0	18x24	56
116	Schen.	4539	1897	4-6-0	18x24	56
150	Schen.	4599	1897	4-6-0	19x24	63
151	Schen.	4600	1897	4-6-0	19x24	63
200	Alco	?	1913	2-8-0	22x28	56
201	Alco	54212	1913	2-8-0	22x28	56

Notes: Roster compiled by Harry J. Heaney, 704 Joyce St., Houston 22, Texas. No. 4 scrapped 1928; Nos. 98 (T&NO 259) and 99 (T&NO 260) vacated 1932; 105, switcher (ex-TC 105) scrapped prior to 1928; 1st 106 (ex-TC 106); 2nd 106 scrapped 1928; 1st 107 (ex-TC 107) scrapped prior to 1897; 108, switcher, (ex-TC 108) retired prior to 1928; 109 (T&NO 203) scrapped 6/12/28; 111 (T&NO 381, 329) scrapped 7/15/30; 112 (T&NO 382) scraped 10/16/28; 113 (T&NO 383) scrapped 6/12/28; 114 (T&NO 384) sold to Midland Sand & Gravel Co. 5/31/28; 115 and 116 scrapped 1928; 150 (T&NO 377, 367) scrapped 3/13/30; 150 (T&NO 378, 368) scrapped 4/17/30; 200 (T&NO 895); 201 (T&NO 896).

and the Sherman, Shreveport & Southern (later part of the Katy, now the Louisiana & Arkansas) and the Frisco.

Ned missed no opportunity to improve and popularize his mother's railroad. He laid heavier (70-pound) rail and pioneered in using burnt gumbo, a red bricklike substance, for ballast. He bought only new locomotives: a 4-4-0 type from Schenectady in 1894, a 4-4-0 from Baldwin in 1896, three American types and nine Moguls from Schenectady in 1897, and two mighty Consolidations from Alco in 1913. *Poor's Manual* shows that by 1923 the Texas Midland had sixteen locomotives, sixteen passenger cars, and 183 freight cars. The roster lists a 2-4-4, two Consolidations, and the rest Eight-wheelers and Moguls. Except for two Alcos, the last power the TM acquired, all came from Baldwin or Schenectady.

Besides creating a flagstop for Miss Harlow, Ned named a station nearly twelve miles south of it *Hetty* in honor of his mother and gave the surname of his Howland grandparents to a depot 9.9 miles south of Paris.

WHATEVER his private life may have been, Colonel Green was a capable railroad executive. For this he deserves credit. Many people have wondered why such a man, the heir-apparent to a great fortune, picked a "fancy house" girl as his life companion.

The answer is not hard to find. Ned's boyhood was one of extreme contrasts. His mother had the Midas touch but was notoriously stingy. She forced him and his only sister, Sylvia, to live in dirty slums and wear shabby, outmoded clothes. These things were humiliating. After Ned had injured his leg, the world's richest woman dragged him from one hospital clinic to another in Brooklyn and Manhattan for weeks in a vain effort to get *free* treatment, until it was too late!

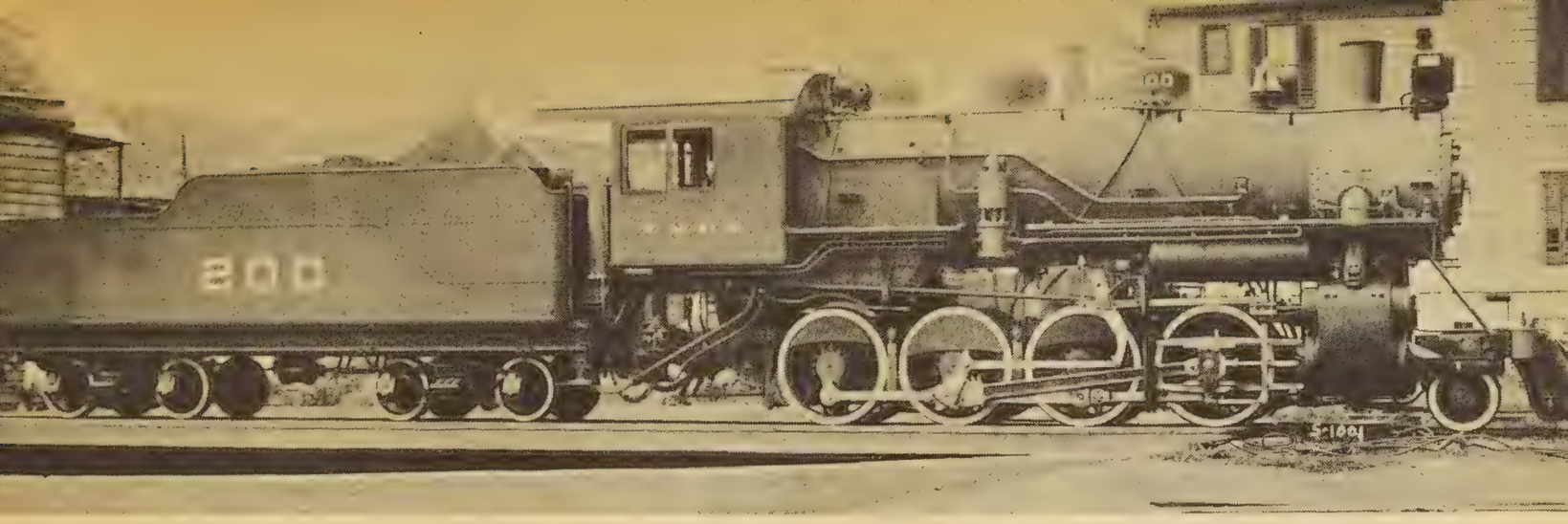
Mabel Harlow, on the other hand, had a generous nature and was very feminine. She was Ned's first love. He went to her originally as an unhappy youth, unsure of himself, resenting Mama's domination, and very self-conscious about his cork leg.

Mabel possessed in large measure the womanly traits of compassion and understanding. She felt strangely drawn to the timid, lame fellow who needed her so desperately. Every real woman wants to be needed by someone. It would be a gross distortion of truth to say that only the Green fortune kept her with Ned over the years for as long as he lived. The pair gave each other a sense of security, the Colonel paying the bills and the redheaded minx exuding self-confidence.

According to S. G. Reed's *History of the Texas Railroads,* the TM's "passenger equipment was the most luxurious in Texas. It included the first cafe lounge cars and observation sleepers to be operated in the Southwest, the equipment forming part of a through train between St. Louis and Galveston over the Frisco H&TC . . . He also introduced the first locomotive electric headlight to be used in Texas . . . and the first steel boxcar in 1900 . . . Later, when the automobile appeared, he was the first to adopt high-speed gas-electric railcars to meet the competition."

The TM's biggest tonnage was cotton. In the late 1890's, when the boll weevil came up from Mexico and began ravaging Texas, Ned cooperated with the state and Federal agricultural departments by buying, equipping, and operating a model demonstration farm at Terrell to combat the pest. This farm helped to develop better means of cultivation and new, sturdier varieties of cotton to defy the boll weevil. In fact, TM did so well with the white fluffy crops that it soon became the foremost cotton feeder of the H&TC's successor, the Texas & New Orleans Railroad.

Furthermore, Ned pioneered in employing freight solicitors on commission rather than straight salary basis. This system is credited with having greatly increased the road's tonnage, but it had

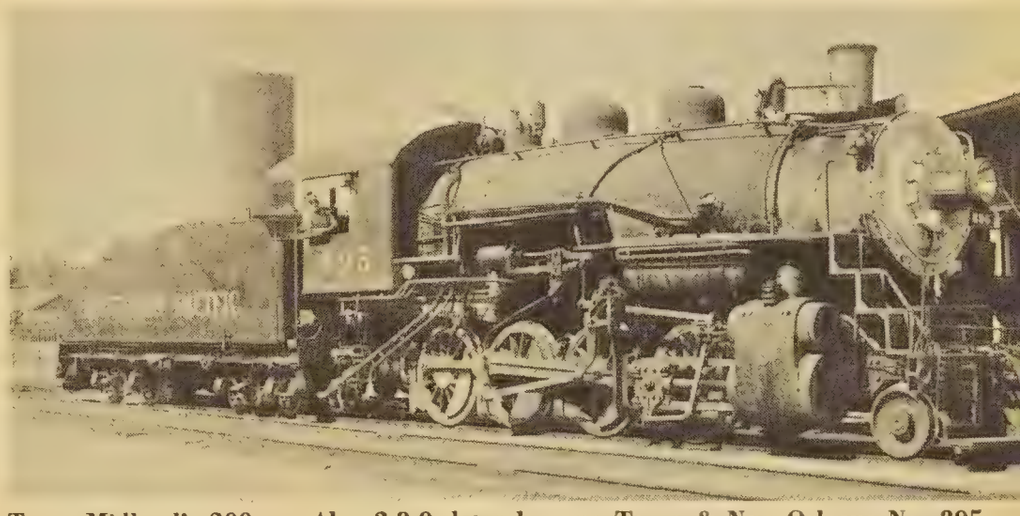


Collection of Harold K. Vollrath, 2524 Meriwether Rd., Shreveport, La.

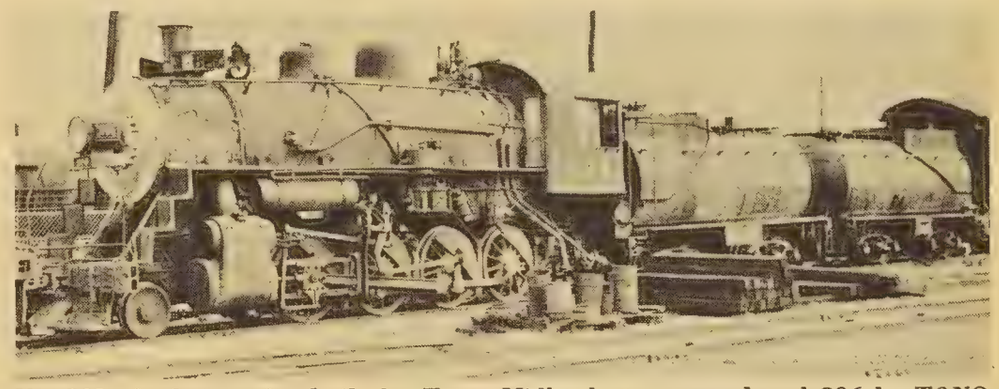
to be abandoned later because of ICC disapproval. Meanwhile, the Texas Midland prospered.

These times were, indeed, blissful for Ned. By the grace of Texas Governor O. B. Colquitt he was appointed "Colonel," an honorary title he embraced with vast satisfaction. Partially free from Mama's apron strings for the first time in his hitherto restricted life, the young railroad executive discovered the joys available to nearly everyone with imagination and an almost unlimited expense account.

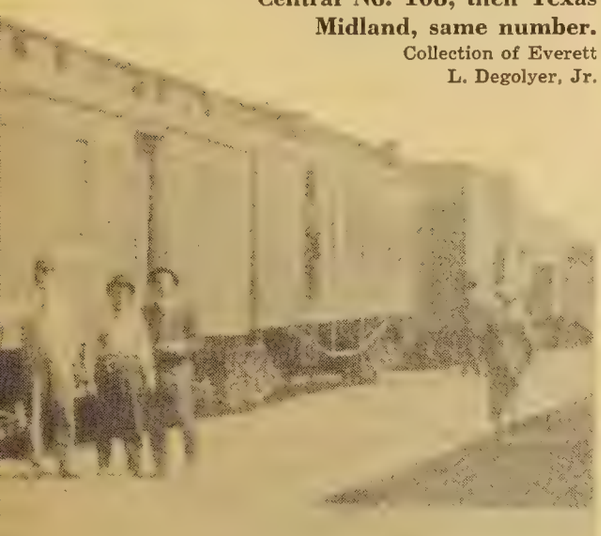
First he got the Texas Midland off to a good start by combining his own vision, his talent for promotion, and his agreeable personality with Hetty's cash and the experience of competent, loyal, railroad officials whom he hired to run the road at excellent salaries. Then he went out to play. After a childhood of repression and a bitterly humble exis-



Texas Midland's 200, an Alco 2-8-0, later became Texas & New Orleans No. 895.
Collection of Everett L. Degolyer, Jr.



No. 201, the last engine built for Texas Midland, was renumbered 896 by T&NO.
George C. Werner, 1211 Melbourne, Houston, Teaxs



This Baldwin 4-6-0 was first Texas Central No. 108, then Texas Midland, same number.
Collection of Everett L. Degolyer, Jr.

A recent view of Paris, Texas, formerly the Texas Midland's northern terminal.
Fred M. Springer

Old Colonel Green lost interest in the cuties who used to surround him but was fond of his French bulldog.
Courtesy of New Bedford Standard Times

tence imposed on him by a penny-pinching mother, he cut loose and blazed a trail of sybaritic living that many an Oriental potentate would have envied. His name became a legend.

NED HIMSELF drew up specifications for the palace car *Mabel* to fit his own needs, bearing in mind his cork leg and his excessive desire for female companionship. In addition to a ramp which enabled him to enter or leave the car without undue discomfort, there were extra-heavy suspension springs, elaborate plush fittings, and swanky accommodations for the Colonel, his lady, his many guests, and servants, and even a small motion-picture projection room.

There, in the privacy of that room, selections from Colonel Green's ever-growing collection of risqué movies were shown to scores of goggle-eyed and sentimental young girls for whom he had a peculiar fondness. Apparently Mabel was "broad-minded" regarding these cuties. Whatever her man wanted to do, so long as he paid for it, she not only put up with but encouraged.

It should be pointed out here that none of these free-wheeling "wards" were included in the long list of highly moral proteges who also shared Ned's bounty but not his vices. The proteges were well-bred young ladies from Texas, New York, New England, and elsewhere. This type he treated with utmost respect, sending them to Wellesley College and setting up trust funds of $100,000 apiece to provide for their futures.

Never let it be said that the Colonel wasn't munificent, regardless of which kind of guest he dealt with. As a matter of record, particularly after he'd come into an inheritance of some $55 million, more than one plump little lassie stepped down from a vacation trip aboard the *Mabel* clutching a crisp $10,000 bill which her host had peeled off a fat wad containing fifty more notes of similar denomination.

Like his mother before him, one of Colonel Green's chief objectives in life was to confuse state and municipal tax collectors (Federal taxes were negligible in those halcyon days) by beclouding his actual residence. There was a marked difference, however, in the methods adopted by mother and son to obfuscate the fiscal agents.

Mama, ever careful of her pennies, merely used the Brooklyn Bridge or Hoboken ferry to get out of Manhattan and set up her household gods in some unheated Flatbush slum or fourth-floor walk-up New Jersey tenement, whichever suited her purpose at the moment. But Ned had more imagination and less respect for cash; and so, aboard the *Mabel,* he roamed the rails with his beautiful redheaded mistress and countless other "camp followers," hitching the elegant private car to whichever transcontinental Limited or other train that struck his fancy.

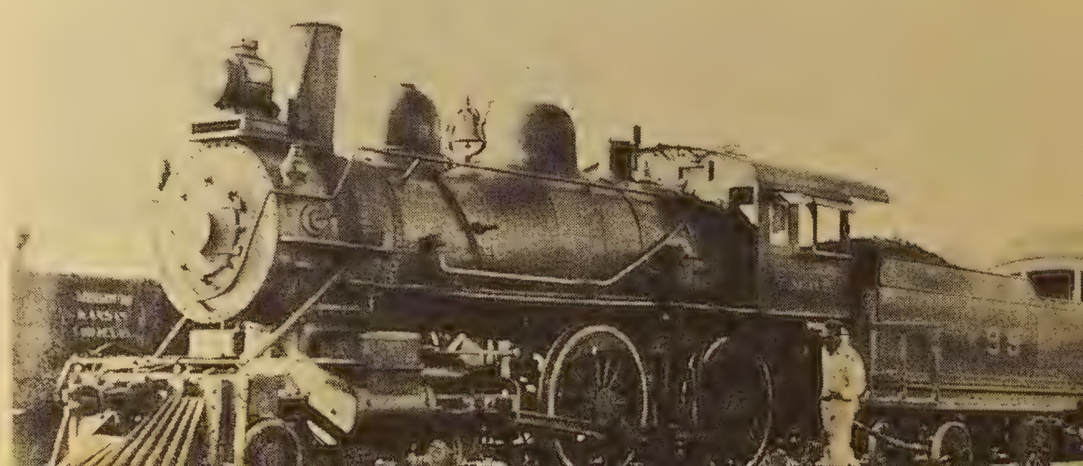
Nobody knows how many times Ned Green thus traversed America from East to West and from North to South during his restless, troubled lifetime. But a fair guess would be that in the *Mabel* alone, which he utilized for nearly a score of years, the Texas Midland president and his extraordinary entourage covered more than a million miles.

Ned had many homes. He lived at times in New York City, in Bellows Falls, Vermont; in New Bedford, Massachusetts; in Terrell and Dallas, Texas, and in Miami Beach, Florida, with varying degrees of regularity. Then, too, he boasted acquainances in San Francisco, Seattle, St. Louis, Denver, Philadelphia, Savannah, Baltimore, and Atlantic City. He was likely to drop into any of those widely separated communities, uncouple the *Mabel* from whichever train had brought him in, and generously share his pleasures with discriminating gentlemen friends of assorted tastes.

Although these visits were a delight to bachelors, the appearance of the mansion on wheels could hardly have been greeted with equanimity by respectable matrons; who kept a tight rein on their lords and masters during the Colonel's sojourn in town.

Men of mathematical ability could compute with reasonable accuracy the total mileage traveled *en masse* by the Colonel, his lady friends, his cook, valet, masseur, secretaries, and so on, over America's rails. Nevertheless, few had sufficient expertise or boldness to speculate on the quantity of young sirens who spent from a day to a month aboard the *Mabel.* Those capable of hazarding educated guesses on this subject have long since gone to their final reward. The most that these discreet old cronies ever would say was that as the Colonel advanced in years his female guests grew younger. The basic

Built by Schenectady in 1897, Texas Midland's 99 became No. 60 of the T&NO.
George Sittig collection, courtesy of Harold K. Vollrath



Texas Midland 110 was a Mogul built by Schenectady in 1897 with 18x24" cylinders and 56" driving wheels.
Collection, Everett L. Degolyer, Jr.

criteria of Mr. E. H. R. Green seem to have been gaiety and physical charm, and he preferred the teen-agers.

NEITHER the *Mabel* nor Miss Mabel herself remained forever as such. Once, in a fit of pique, Colonel Green painted out the gaudy lettering on his private car and substituted *999*, the original number under which it had left the Pullman shops in Illinois. After a while he rechristened it *Lone Star* in honor of the state he liked to believe was his true home.

As for Mabel, her eventual change of name and status was significant and should convince skeptics that if a girl perseveres, even one of humble parentage, a great success is not beyond her grasp. Among the promises Ned had made to his fabulously rich mother was that as long as she lived he would not marry. But in 1916 Mrs. Hetty Green bade farewell to the treasures of this world; and the orphaned Colonel, nearing fifty, was free as last. He promptly proposed matrimony to the woman with whom he'd been living for decades "without benefit of clergy."

Miss Harlow said "yes." The marriage took place June 27, 1917, near Chicago, where the redhead had made a lowly start more than a quarter-century before. It isn't difficult to picture a pre-nuptial scene which may well have taken place a few hours prior to the ceremony. "Wake up, honey!" says the Colonel to his bride-to-be. "Today's our wedding day!"

Unfortunately for the groom, their honeymoon was spent not in the palatial car they had occupied so many exciting days and nights but aboard the world's largest private yacht, the *United States,* Colonel Green's latest toy. But Ned soon discovered that, unlike his Howland ancestors, who had owned a fleet of whaling ships, he loathed ocean cruises. He had difficulty in maneuvering his artificial leg above or below deck and was seasick much of the brief time he passed aboard his 255-foot floating palace.

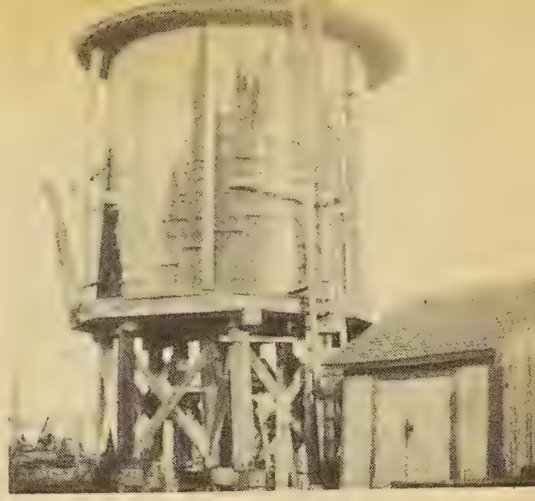
It could have been with a sigh of relief some time afterward that "Commodore" Green, so called by his crew of seventy-one, watched the *United States* capsize while at anchor in the calm waves of Buzzards Bay, Massachusetts, inside the Pandanarum breakwater. A concealed rock did the damage. The reveling passengers were removed quite casually by lifeboats over the shallow sea and, as the Colonel's guests, were esconced in a luxurious inn nearby.

Ned's career as a railroad tycoon ended April 1, 1928, when the Texas Midland became part of the Southern Pacific System. Actually, SP purchased the TM stock and leased the 125-mile shortline to a wholly-owned subsidiary, the Texas & New Orleans. But the former Hetty Green railroad retained its corporate entity until June 30, 1934, when the T&NO bought that property from the parent system and dropped its old name.

EVEN after 1928 Colonel Creen did not lose his love for rail travel. In chartered Pullmans reminiscent of the *Mabel* he continued his meandering with frivolous company until debility overtook him. Three years before he died, the T&NO ripped up the stretch of track he had built so hopefully between Greenville and Commerce, and trackage rights over the Cotton Belt were resumed, but by that time the aging Ned no longer cared what happened to *any* railroad.

Exhausted at last in body and soul, as well he might have been, the former TM president passed away almost alone, but with Mabel at his side, at Lake Placid, New York, in 1936. He was then sixty-eight. Four states immediately began a squabble lasting twenty-nine months, over the taxes on his vast estate. The bulk of his wealth went to his sister, the unmarried Sylvia—minus gigantic legal fees and court costs. Only a moderately small fraction was inherited by the Colonel's childless widow, now gray-haired and quite respectable.

Mrs. Mabel Green, the colorful subject of countless newspaper stories, survived him by fifteen years, eking out her twilight years on an estimated $900,000. She died quietly in Miami, where she had been accepted by the *haute monde* as a pillar of Society and



Scenes on old Texas Midland: (top) the wooden water tower at Commerce, (second) locomotive shed at Paris, and (third) machine shops in Terrel, where the road had its headquarters.
From SP chief clerk, Ennis, Texas

was duly listed among the elite in that plush community's *Blue Book*.

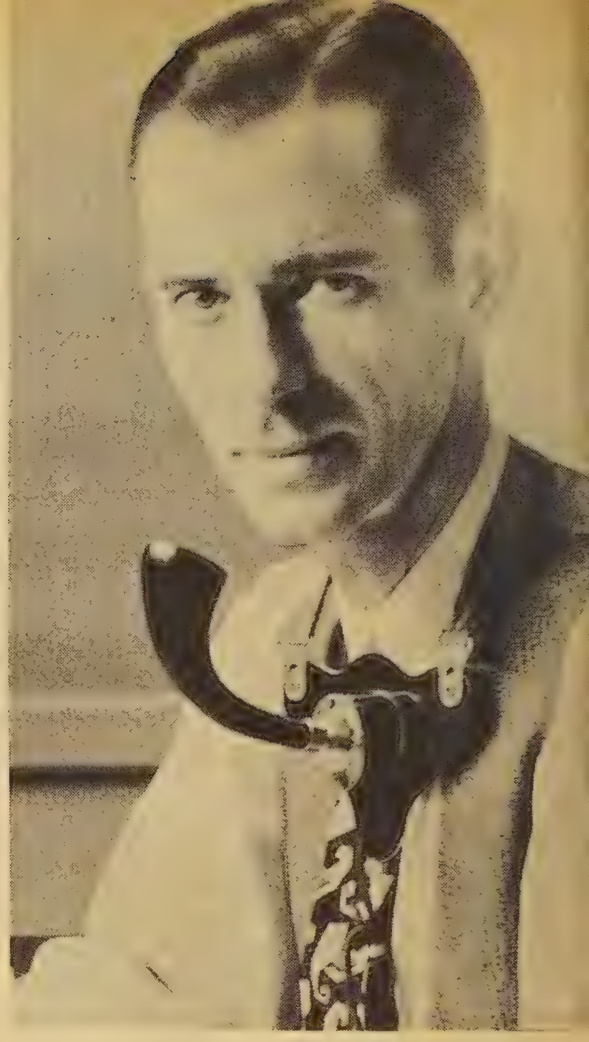
The magnificent palace car which had once borne her name disappeared from the American scene in the early 1930's. Nobody seems to know what happened to it. There may be some truth in the legend that it was sold to a lusty Central American dictator and that he maintained, though he could not possibly have enhanced, the reputation for freedom of the libido it had gained while burnishing the 70-pound steel on Hetty Green's railroad. ●

The Labor Viewpoint:

What's Wrong With the Railroads?

by PETER JOSSERAND

Editor's note: We sadly salute the passing of a great and gifted railroad man. This is Josserand's final article, the last of 53 pieces he wrote for us since 1937. Pete won renown as a dispatcher and author of "Rights of Trains," a standard reference book, and was a courageous spokesman for railroad labor. Death struck while he was still in harness as night chief dispatcher on the Western Pacific at Sacramento. Failing health seems to have given his swan song a tinge of bitterness. This is understandable. We had hoped he'd revise it to handle the controversial topic from a broader viewpoint, but the Grim Reaper made that forever impossible. Here is the piece exactly as Pete wrote it.



Peter Josserand: 1902-1963

THE DECLINE of America's railroads is due largely to their failure to keep up with the times, whether through their own lack of foresight or because they are victims of circumstances, or both, and they are giving vent to self-pity.

Like most human beings, they seek to put the responsibility for their plight on outside factors. They blame private automobiles and buses, to which they tossed much of their traffic. They blame the trucks, which can't compete in long hauls, otherwise piggyback would not be with us. They blame the inland waterways, which they once put out of business, and the pipelines, which can move only limited commodities and at a snail's pace.

They blame the airplanes, whose speed they can't match but which handle some of the traffic they don't want. They blame railroad labor, which has slipped from the third rung far down the ladder of "best-paying industries." They blame excessive Federal regulations, taxes, and many other things.

Such items, of course, had a lot to do with the mess that the railroads, by their own admission, are now in. But the railroads are not done for.

In these fast-moving times, both people and industries face increasingly complex problems and stiffening competition; so the railroads have no monopoly on woes. They have not yet put their best foot forward in a determined drive toward permanent goals. Rather, they seek short-range relief from their present ills, like the fellow who violates Nature's laws and then takes a headache pill or a tranquilizer.

If the indomitable railroad builders of a past era, men whose vision pushed the rails across the nation and furthered its growth, could look down on their progeny today—the moaners, groaners, and "tearer-uppers"—they would be indignant.

Needed tracks, such as siding, are being ripped up for tax advantages—which shrinks the hauling capacity—and some proposed mergers would undo the builders' work for hundreds of miles to get temporary advantages, with little thought for future requirements.

I have no quarrel with mergers *per se*, although it is hard to see how the consolidation of two mismanaged properties could result in one well-managed property. At least, mergers should be considered as a whole, to assure their fitting into the framework of an adequate transportation system for the future, rather than individually to provide a panacea for immediate problems or for selfish aims.

Technology has given the railroads many opportunities to do a better hauling job at less cost. These currently have not been to full use.

One device that fits into this picture is manpower reduction. Now, a certain number of people are needed to run a railroad. It is futile to oppose manpower reduction caused by automation, for this is progress, so long as the efficiency level is maintained. But the railroads are going beyond this unwarranted reduction of personnel. They cut off men who are needed to produce efficiency. When a key man is eliminated, the resultant inefficiency is at a cost; otherwise employers could drop the entire payroll and get rich.

Too many of the big-name trains that once brought fame to the railroads are gone. Here is Lehigh Valley's *Black Diamond*.
N. Kent Loudon, 10 Gum St., Buckhannon, W. Va.

That "featherbedding" hassle has given the public a delusion that the railroads are oversupplied with employes, many of whom do little or nothing. The conditions complained of have resulted from antiquated contracts, which both management and unions signed originally, plus needed changes arising out of progress.

The carriers themselves sponsored some rules, such as the one establishing 100 miles or eight hours as a day's work. This rule was an incentive for men to get a train over the road and it served the railroads well for many years. With better power, more modern roadbeds, and other improvements, the shoe is on the other foot; the rule is serving the employes more than the companies. Thus management signed the various rules now known as featherbedding because, at the time of signature, it thought them advantageous.

ON ONE occasion I sat at a bargaining table in national negotiations. Of the six men representing the unions, none of us drew as much as $10,000 a year, while on the opposing side sat twenty-five of the railroads' finest, each paid at least $50,000 a year! It takes some doing to pluck so well-guarded a management goose.

Today, if the railroads were making full use of the advantages obtained through automation, if they had everything "on the line' and still couldn't make the grade, the atmosphere at the bargaining table might be different. The only product the railroads create for sale is transportation. The faster they haul people and things, the more transportation they produce at minimum cost. Yet we find railroads operating contrary to this principle.

Some trains are delayed because they stand to meet at a siding that was ripped up for a tax advantage, others because both trains in a meet are longer than most sidings will hold. Train delays average about $46 an hour, irrespective of the crew's wages. In one extreme case, a railroad is operating trains that *no* siding will hold. They hook enough diesel units onto a string of 200 cars to move it, and this consist must go on to the next terminal before an opposing 200-car train can be run. Cars sitting in a yard cost the carrier in *per diem* many times the crews' wages they save, and no transportation is engendered by idle cars.

Again, railroad equipment is built so that it is most difficult for an engineer to pull 200 cars at once without rough handling. The resultant claims for damaged freight, which could have been avoided, more than offset the expense of a second train, to say nothing of damaged equipment and delays.

Years ago, when I first worked as an operator on the Texas & New Orleans, we had it drummed into us that starting and stopping a tonnage train on level track cost $50, and I am sure that costs have not decreased since the 1920's. The consolidation of dispatching districts, with the resultant overloading of dispatchers, leads to unnecessary stops. The cost of these exceed the savings in salaries, besides slowing down the production line.

When negotiations break down in procedures provided by the Railway

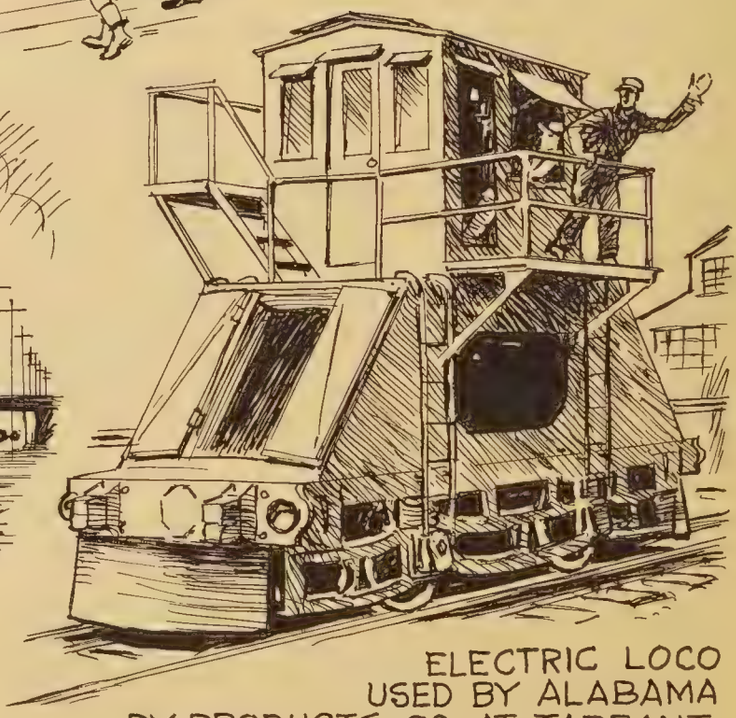
ALONG THE IRON PIKE

by Joe Easley

FRED GUZYK PATROLS CANADIAN NATIONAL'S MOUNTAIN DIVISION WITH HAND-OPERATED RAILCAR, DOGS AND 2-WAY RADIO. (from CNR magazine Keeping Track, thanks to M. Peacock, Jr.

THIS CAR TOOK JEFFERSON DAVIS'S BODY FROM NEW ORLEANS TO RICHMOND IN MAY, 1893: EXTERIOR AND INTERIOR VIEWS. NO PHOTO OF TRAIN IS AVAILABLE. (Copied from drawings in Richmond Dispatch, thanks to H. Reid.)

WAS THIS AMERICA'S LONGEST R.R. GRADE CROSSING? CENTRAL AVE., DETROIT, HAD 20 NYC TRACKS, INCLUDING SPUR, PASSING TRACK, 2 MAIN-LINE TRACKS, AND 16 YARD TRACKS. (from Tom Dworman)



ELECTRIC LOCO USED BY ALABAMA BY-PRODUCTS CO., AT TARRANT CITY, ALA., IS 2 STORIES HIGH FOR VISIBILITY AROUND PLANT. THIRD RAIL IS 5 FEET ABOVE TRACK. (from Stephen D. Maguire)

Labor Act and a strike is threatened, the Government steps in and seizes the railroads—a procedure which actually amounts to strikebreaking.

The power of the railroad companies is money; that of the unions is the right to strike. The Government takes away the power from one side of the bargaining table by forbidding a walkout, but company earnings are not confiscated during the seizure period to balance this. The unions resent this lopsided policy. No wonder railroad labor-management relations have reached an all-time low.

On the other foot, the railroads resent certain conditions created by the unions, such as lack of initiative. There is no longer incentive for an employe to work on his own time to qualify for a better job. He can't advance until seniority entitles him to it, and even then the union contracts specify a qualifying period with pay. There is no urge to excel, since the most inefficient employe on a like job draws the same money. The expense of a formal investigation to disqualify him, once he has been qualified, makes the railroads put up with some poor help, for a man really has to be bad to be disqualified.

There are two ways to get a mule over the road. You can drive him or you can dangle a carrot in front of his nose. The railroad whip, discipline, has been clipped short by the unions and is no longer effective. A changeover to the carrot procedure seems indicated, provided the mule is given the carrot when he reaches the barn.

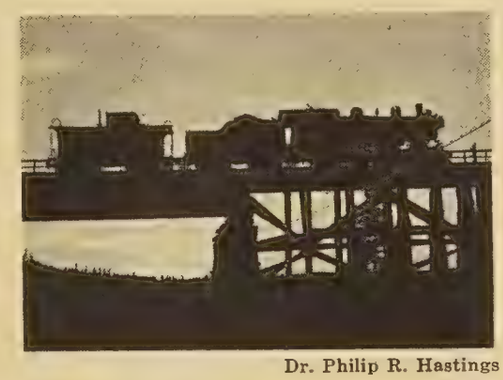
In other industries, labor and management have worked successfully as a team because employe incentive arises out of a share in higher earnings produced by increased employe effort, in the form of a yearly bonus.

Such a plan might let a prospective passenger approach a ticket window without feeling that he is imposing on the worthy clerk. Said clerk might even be pleased that his customer wants to go to Podunk. He could be genuinely sorry that there is no longer a train to Podunk. But first, the man upstairs must inspire emulation by showing some concern for the said passenger's desire by providing train service.

MANY railroads are sabotaging their "varnish" because profits are small, with little thought for the traveler who prefers a rail trip. Too many of the big-name trains that once brought fame to the railroads have disappeared.

While it is true that a streamliner operated on time delays freight movements, which must take siding for it, nevertheless this is the finest example a railroad can set forth of its dependability. If operated efficiently, the average streamliner costs the company nothing, even makes a bit of money. This has been demonstrated by roads which still think that passenger business is worthy of their efforts.

Some men look to Government ownership as the answer to an adequate



Dr. Philip R. Hastings

transportation system. Let's consider their arguments. Privately-owned railroads are often financially unable to provide needed service at a loss, for as a rule they have no revenue-producing property elsewhere to offset this. By owning our transportation system, the Government could provide needed service, and if the overall profits were not sufficient to subsidize projects such as rapid transit, John Q. Public, who would foot the bill, would benefit from it. And adequate hauling capacity could be maintained to meet national emergencies, which is not now being done.

Also, say the advocates of Federal ownership, the findings of science could be applied uniformly, where this not possible today. One road can do it, another can't. Those opposing nationalization of the rails claim that everything in Government is so mismanaged that efficiency would drop sharply if Uncle Sam ran the trains. But our Post Office Department seems to be doing rather well.

The politicians would be hard put to come up with a more senseless rule-of-thumb for running a railroad than this one: "When your shippers are not crying about the service, you have on too many switch engines." Politicians are somewhat more sensitive to the wishes of their constitutents.

In these days when attrition is removing the operating know-how from the rails at a rapid rate, some railroads are on a "college-education" binge. Now, a college education never hurt anybody, but the kind of knowledge essential to operating a railroad is not taught in the halls of ivy. It must be learned on a railroad, and experience must be added to produce know-how. Sureness of touch is essential to an operation involving hazard as well as inefficiency.

No college graduate will accept a railroad job as switchman, fireman, operator, brakeman, or clerk, where steady employment and promotion arise are based on years of seniority. The only way a railroad company can hire a college man is to make him an official. Here's how it works out sometimes:

A local freight ran a red signal at an interlocker in yard limits, got through the derail, and put the engine on the ground. The yardmaster was asked:

"Did you call the assistant trainmaster?"

"No," came the reply.

"Then call him!"

"Aw, that kid?" the Y.M. protested. "He don't know nothin'."

The yardmaster's English left much to be desired, but he understood how to rerail the engine and he didn't want interference from a green official.

It is no exaggeration to say that the railroads are run largely by disgruntled employes, from the lowest-paid peon right up through the official family. If the railroads are to survive under private ownership—and we hope they do—labor and management must make peace. They must exercise statesmanship at the bargaining table and work together as a team for their mutual benefit.

Some four years ago a subcommittee of the House of Representatives found our transportation system "a picture of obsolete equipment, 19th century economics, and antiquated thinking—all detrimental to the economy and dangerous to the defense of the country." At the same time, the Interstate Commerce Commission called for drastic action in the railroad situation to "help arrest the plunge to disaster."

I read with approval President Kennedy's lengthy message to Congress, a year ago, devoted to "the pressing problems burdening our national transportation system." Maybe a Transportation Renaissance will bring order out of chaos. But on the principle that "The Lord helps those who help themselves," it will not be possible to set the railroads on their feet until they shed their present lethargy and stop looking for "something for nothing."

Unless they get back to fundamentals and make the most of their opportunities conscientiously to provide a needed service, Government ownership may eventually prove the only answer. ●

John W. Barriger, president of the Pittsburgh & Lake Erie Railroad.

What's Wrong With the Railroads?

by JOHN W. BARRIGER

EVEN MORE serious than the physical effects of World War I upon our railroads were the prior regulatory developments that made them vulnerable to sudden demands for increased transportation. This resulted from political, legislative, and judicial actions. Beginning as far back as 1901, such actions ultimately transformed the regulatory policy of the United States toward railroads from one that was fair and constructive to a policy that was harsh, regressive, and largely aimed to punish the railroads, irrespective of the public interest.

America's entrance into World War I created a vast outpouring of military and civilian materials and supplies as well as troop movements. This led to critical equipment shortages. The effects were aggravated by inexperience and poor coordination, mostly by military and port authorities. Great numbers of freight cars were immobilized for many months, causing almost insoluble terminal congestions at every big North Atlantic port. These conditions reacted adversely on railway performance as far west as St. Louis. Then in early December, 1917, severe winter descended in full fury upon the overloaded Eastern roads.

The carriers had been trying to meet the mounting problems by coordinating their activities through a Railroad War Board comprising chief executives of the major systems. But the Government would not relax its rigid application of anti-trust laws and the roads could give the coordinating Board only advisory powers. So the Government took over in an effort to increase railroad capacity through more unified operations.

This control lasted from December 28, 1917, until February 29, 1920. During those 26 tense months it proved to be—and was universally regarded as—a complete failure, although probably inevitable under the circumstances. But it did one great service for the nation. Up until 1918 Government ownership of railroads had been a live controversy within the United States, with a large and influential number of adherents. But never since Federal control ended in 1920 has the theory of nationalizing our railroads had any influential body of public opinion behind it.

Even so, the threat hovers over us today, with increasing menace. But now nationalization may provide the only means of sustaining adequate service on nearly half the rail mileage of the country through making the national treasury the source of railroad capital and the underwriter of railroad deficits.

But if the impoverished rail lines are ever nationalized, others not impoverished would be also. Federal managers would necessarily take over the most prosperous lines along with those in or on the verge of bankruptcy.

Federal control has proved that public waste is always greater than private profit. Essentially the same officials and men ran the carriers for the U.S. Railroad Administration who had previously done so for private owners. But as soon as Governmental agency began making policies, the business and economic considerations were superseded by political motives, methods, and objectives. Thus prior standards of service and efficiency no longer prevailed; losses and dissatisfaction mounted.

On March 1, 1920, when the roads were returned to private hands, long-established traffic affiliations of many companies had been disrupted and, in general, the physical condition of property and equipment and the morale and earning power were severely impaired.

Two decades between that time and the beginning of World War II passed without the reconstruction and development of the railroads that many of us had expected. My own study of the railroad industry and my growing disappointment at its inability to keep its rate of technological progress abreast of that of more dynamic industries made me seek the cause. Was it lack of technological or commercial potential? Was it lack of initiative? Lack of capital?

Deficiency of capital was evident. Railroads had made substantial progress, technologically, since 1901, but their rate of advancement has never been more than one-third of the potential. This capital deficiency was, except during the depression decade of the '30's, in marked contrast to the adequacy of capital for private industry generally.

Profits are, of course, the basis of earning power and credit, which in turn are the main sources of capital. The profit potential of any business represents a complex inter-action between prices, volume, and efficiency. Management's chief function is to achieve the optimum balance between these factors. Government may well be cautious about regulatory policies that have adverse effects upon such factors in *any* business.

In 1901 our Government adopted an anti-consolidation policy that has had distressing and far-reaching consequences and may have been the greatest single factor retarding the physical development of the national railway system over the past sixty years.

From the outset of railroad building, consolidation has been essential to the growth and development of individual railroad companies and systems. Most of the early mergers were for the purpose of geographical expansion, *i.e.*, end-to-end consolidations. Only a few, including New York Central's acquisition of the Nickel Plate in 1883 and of the West Shore in 1885, were designed to rationalize the operation of paralleling and duplicating routes and concentrate on the development of one.

TV helps to speed freight through the Pittsburgh & Lake Erie's fine modern Gateway Yard, Youngstown, Ohio. This is a sample of the technological progress that would be considerably more in evidence on America's railroads today, benefitting all our people, if the Government's policy of regulating the carriers were fair and constructive instead of being outmoded, harsh, and punitive.

Theodore Roosevelt became President in 1901. Committed to a program of trust-busting and with little understanding of the economics of transportation, "Teddy" with his "Big Stick" liquidated the James J. Hill combination of roads which had sought unification and probably ultimate merger through the Northern Securities Company. He did this in 1904 through a Supreme Court decision.

Later he initiated a move that led in 1912, during Taft's administration, to the dissolution of eleven years of Southern Pacific control by Union Pacific. The Northern Securities and UP-SP cases set precedents. They had widespread effects, undoing the great progress that had been made toward unifying railroads into larger and more efficient systems.

In 1906 a second and equally serious handicap was placed around railroad reconstruction and development through the Hepburn Act, which gave the Interstate Commerce Commission power to control the maximum rates that a railroad might charge. But Congress made no obligatory standard of minimum return on property, although there was, of course, the vague Constitutional limits on taking property without due process of law.

The Hepburn Act's interference with railway earnings was increased by the suspension powers given the Commission in the Mann-Elkins Act of 1910. The primary aim was punishment for alleged sins of the past. There was no understanding of the relationship between earning power and capital accretion or between capital expenditures and lowering the cost of service and improving its quality, not to mention the benefits of consolidation.

Apparently it held the narrow view that railroad income represented only an extortionate charge and served no purpose other than the payment of dividends on watered stock. That these were basic errors was abundantly proved later.

At present, though not when enacted in 1920, minimum rate control is probably the most repressive feature of American railroad regulation. Its effects could only be harmful. Such regulation is especially determinental to the railroad patrons who stand to gain most, in the long run, through the improved service and lowering of freight rates and fares that would follow.

The harm done to the public through sacrificing physical development, and its ensuing benefits, is nonetheless real, even though the public not only doesn't know it but has been led to believe otherwise.

There is no reasonable doubt that the anti-consolidation policies of Theodore Roosevelt, together with the Hepburn Act of 1906 and the Mann-Elkins Act of 1910, greatly retarded railroad development. Their effects were slow rather than immediate, due to the expanding character of the economy and the monopoly-traffic status of the railroads.

Had these restrictions not been imposed, and had railroad development proceeded in accordance with the wishes and ambitions of the contemporary managers, the roads would have had the surplus capacity to meet the traffic overloads of World War I. Also, they would have emerged from the war in excellent fiscal condition and in fairly satisfactory physical shape. In such case, the effects upon their subsequent progress would have been startling by comparison—and for the good of the nation as well as the railroads themselves.

A big question before Congress in 1919 was legislation to provide the proper basis for returning the roads to private management and to revise the 1887 Act to Regulate Commerce, with its various amendments and supplementary laws.

The legislation adopted was the Transportation Act of 1920, and the roads went back to their owners on March 1 of that year. I looked forward then to the railroads promptly utilizing its merger provisions. Nearly 43 years have since gone by, but this has not come to pass, although the current outlook for consolidations, at long last, is promising.

My interest in consolidation is based upon my ambition to have maximum technological progress built into the railroads continuously. As my knowledge of railroading and experience in the business developed, I became increasingly aware that the existing diffusion of traffic would have to be concentrated through mergers before much physical reconstruction could be made.

My close study of 45 years convinces me that if the punitive national transportation policy toward railroads is not soon reformed, and the further physical deterioration of the roads arrested in consequence, nationalization will be inevitable.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1 *Too bad that almost all of Louisiana Eastern's many fine locomotives were scrapped! Since their owner, the late Paulsen Spence, loved steam power, why didn't he protect them by writing a will?*

He did write a will, setting aside $400,000 for a permanent rail museum to be built at Baton Rouge, La., but the court ruled the document was invalid because he hadn't signed every page of it. So says Bill Witbeck, P.O. Box 970, Hammond, La., rail photographer and longtime friend of Spence. This incident should serve as a lesson to everyone. Write your will, by all means, but make sure it is foolproof!

2 *As 1963 marks Southern Pacific's 100th year, why not list all SP steam locos now on display?*

Fine idea! First column shows location; second, engine number; third, year built. SP's final retired steam engine, a switcher, No. 1298, has just gone to a park in Santa Cruz, Calif. The former T&NO 4-4-0 No. 260 (originally SA& AP first 220, later La. Eastern 2), is now running in Georgia on Stone Mountain Ry. EX-T&NO 0-6-0's 124 and 828 are in use on Green Bros. Sand & Gravel line near Franklinton, La.

ARIZONA			
Chandler	SP	2562	1906
Globe	SP	1774	1902
Mesa	SP	2355	1912
Tucson	SP	1673	1900
Yuma	SP	2521	1907
CALIFORNIA			
Alameda	SP	1277	1915
Alturas	SP	2718	1904
Bakersfield	SP	2914	1898
Dunsmuir	SP	1727	1901
El Centro	SP	2353	1912
Fresno	SP	1238	1918
Hanford	SP	1215	1913
Independence	SP	18	1911
Laws	SP	9	1909
Los Angeles	SP	1273	1921
Los Angeles	SP	3025	1904
Martinez	SP	1258	1921
Monterey	SP	1285	1924
Oakland	CP	233	1882
Oakland	SP	2467	1921
Orlando	SP	2852	1919
Perris	PE	1624	1924
Placerville	SP	1771	1902
Pomona	SP	5021	1926
Richmond	CP	1	1863
Richmond	SP	1269	1921
Roseville	SP	2252	1897
Sacramento	SP	1	1863
Sacramento	SP	4294	1944
Salinas	SP	1237	1918
San Bernardino	SP	2825	1908
San Diego	SD&AE	104	1904
San Francisco	NWP	112	1908
San Francisco	SP	1294	1924
San Jose	SP	2479	1923
San Mateo	SP	2472	1921
Santa Cruz	SP	1298	1917
Stockton	SP	1251	1919
Santa Cruz	SP	1298	1917
Tracy	SP	1293	1924
Watsonville	SP	2706	1904
Woodland	SP	1233	1918
LOUISIANA			
Lafayette	T&NO	743	1921
New Orleans	T&NO	745	1921
MISSOURI			
St. Louis	SP	4460	1943
NEVADA			
Carson City	SP	8	1907
NEW MEXICO			
Deming	SP	1221	1913
OREGON			
Klamath Falls	SP	2579	1906
Portland	SP	4449	1941
Roseburg	SP	1229	1915
Woodburn	SP	1785	1902
UTAH			
Corinne	SP	1744	1901
Ogden	SP	1297	1908
TEXAS			
Austin	T&NO	786	1916
Baytown	T&NO	895	1913
Beaumont	T&NO	975	1918
Houston	T&NO	892	1913
San Antonio	T&NO	794	1916
Victoria	T&NO	771	1913
El Paso	EP&SW	1	1857
El Paso	SP	3420	1904

3 *Is it true that America's only regularly-scheduled, open-end, observation car is running on the Long Island?*

Yes, except that now LIRR is using *two* such cars, all summer long and early fall. Last year the road had but one, a remodeled business car. The latest open-ender was bought from Erie-Lackawanna and converted in LIRR'S Morris Park shops. These cars run on name-trains, the most important of which is *The Cannon Ball*, the only all-parlorcar consist left on this continent.

4 *What is the average annual pay of railroaders in the U.S.A.?*

Last year, $6,659; the 1963 figure will be higher. Average annual earnings of rail employes in this country has more than doubled in the past 15 years, but the total number of names on railroad payrolls is cut sharply each year.

5 *Tell us about the old Pennsy steam locos stored at Northumberland, Pa.*

These engines are the last survivors of the mighty fleet of about 7000 steamers on the Pennsy roster around 1930, the only exceptions being the lone K-4 displayed at Horseshoe Curve and two G-5's preserved by the Long Island.

"I have heard persistent rumors that 15 Class J 2-10-4's and some Q's and T's are stored somewhere in Pennsylvania," writes Ron Ziel, 185 Hall St., Brooklyn 5, N.Y., "but I feel sure that all of those classes were blow-torched years ago. The loss of all T-1's is a disaster matched only by the butchery of every New York Central Hudson.

"Pennsy officials say there are no plans for scrapping any of the Northumberland engines. Some are being renovated for Steamtown. Others, including 4-4-0 No. 1223, Class D-16 sb, have already been donated to the Strasburg; and one (not the second 7002, replica of the long-scrapped 127.1-mph speed king) will probably go to the Smithsonian Institution. Another renumbered job at Northumberland is the 1737. The ancient *John Bull* and the 1187 are kept under tarpaulin and not on view.

"A few vintage pieces of rolling stock remain at Northumberland, but most of the PRR's well-preserved coaches of the 1880's and '90's are now in regular service on the Strasburg."

6 *How many locomotives and cars does the Milwaukee Road own?*

Locomotives: 159 freight, 87 passenger, 273 multi-purpose, 284 switchers, all diesel-electric, and 93 electric; freight cars, 42,325; passenger cars, 588.

7 *What was the purpose of those shields attached to the front of many Canadian, European, and Delaware & Hudson steam engines and the New York Central's Niagaras?*

You probably mean smoke deflectors, nicknamed "elephant ears," designed to keep smoke from swirling around the engine and back into the cab.

8 *Define super-speed Tokaido line.*

Japanese National Railways are building this standard-gage line between Tokyo and Osaka. It is due for completion next spring, to serve some 40 million people—43 percent of the nation's population—and 70 percent of Japan's industry. There will be 12 major stations. Super-limited express trains will cover the 300 miles between terminals in 3 hours at two miles per minute,

operating hourly. Piggyback and other new-design freight-car trains will make the run in 5½ hours. The project is expected to cost $833 million, nearly 10 percent of it financed by the World Bank. Although bids for 180 new cars were made internationally, Japanese builders won those bids and will deliver the cars next March.

9 *History, please, of the DT&I.*

In 1849 the first component of the Detroit, Toledo & Ironton, the 6-mile Iron Railroad, including a 958-foot tunnel, was built from Ironton to Vesuvius, Ohio. The portion from Durban to just south of Trenton, Mich., was built in 1871-'3 as the Chicago & Canada Southern. The Springfield-Jackson line dates back to the narrow-gage Springfield, Jackson & Pomeroy, completed in '78, standard-gaged in '79, renamed Ohio Southern in '81, and extended to Lima, Ohio, in '93.

The Lima Northern, which became the Detroit & Lima Northern in '97, built the Adrian-Tecumseh (Mich.) line in '95 and '96. The D&LN built the Dundee-Durban and Trenton-Delray (Mich.) lines in '97 and '98. The Southern Ohio constructed a few coal-mine spurs between '82 and '94. Then in 1901-'3 the Detroit-Southern Railroad bought all these older sections, extended the Iron Railroad to a connection with the Baltimore & Ohio Southwestern at Bloom Jct., Ohio, and via B&O trackage rights from Bloom to Jackson created the first through line from Detroit to Ironton. In 1905 the name became Detroit, Toledo & Ironton.

Six years later the DT&I, then 455 miles, was bought by Henry Ford, who put into effect his own operating ideas. He electrified part of it with 22,000-volt AC overhead wire, imported new rails from Belgium, and insisted on spic-and-span maintenance of equipment. He also cut freight rates, raised employees' pay, poured the Ford Motor Company's enormous traffic onto the line, and generally transferred the DT&I from a "streak of rust" into a first-class railroad.

But the ICC blocked his rate-cutting, and in 1929 the disgusted Henry Ford sold his DT&I to the Pennsy-affiliated Pennroad Corp. for five times what he had paid for it originally. Today it is owned jointly by the Pennsy and Wabash. Its 464 miles no longer have electrification or passenger service. It own 46 diesels, 4,547 freight cars, and 91 other pieces of rolling stock.

10 *Can you help me to find on old poem, "The Red and the Green"?*

Here it is, author unknown to us.

A little child on a sick bed lay
And to death, seemed very near;
Her parents' pride and the only child
Of a railroad engineer.
His duty called him from those he loved;
From his home where the lights were dimmed.
While tears he shed, to his wife he said,
"I'll leave two lanterns trimmed.

"Just set a light when I pass tonight;
Set it where it can be seen.
If our darling's dead, then show the red;
If she's better, show the green."

In that small house by the railroad side,
'Twas the mother's watchful eye
Saw a gleam of hope in the feeble smile
As the train went rushing by.
Just one short look, 'twas his only chance,
But the signal light was seen.
On the midnight air there rose a prayer,
"Thank God, the light is green!"

Running Extra

"Carload Andy" Ospring, ex-Vandalia hogger, age 75, contradicts the oldtimer who expressed his opinion in our April department that the term "red light district" had a railroad origin. Andy (1322 N. Ontario St., Burbank, Calif.) claims that the custom of placing red lights in the windows of "fancy houses" antedated the first transcontinental railroad.

He writes: "My father, a locomotive engineer, told me that he remembered distinctly seeing a red light district as early as 1854, when the Terre Haute & Indianapolis line (now PRR) was being built, and that each house in the district had an individual red light."

That may be true, Andy, although your statement presupposes that you and your father had amazingly good memories. Even so, the origin of the custom is lost in antiquity. Nobody knows for sure whether or not trainmen started it by carrying their red lanterns to girl-houses and hanging them on door knobs to guide callboys who might seek them for emergency crew duty.

And nobody claims that trainmen originated the two-color light system of World War II that a British Army officer notes in his book, *Good-bye to All That*: red indicating brothels available to enlisted men, blue designating those for officers.

Readers often ask us for a glossary of railroad slang. We have printed 3-page sets of this lingo and will send a set free, as long as the supply lasts, to each person enclosing a self-addressed stamped envelope, preferably a long one, with his request.

"What happened to the Texas Midland car originally named *Mabel?*" asks Bob Wayner, 325 W. 75th St., New York 23, N.Y., who is following up his recent book, *Car Names and Consists* (reviewed in our Aug. issue), with a more detailed work on Pullman and passenger equipment. Bob wants facts on all unusual assignments or color schemes of Pullman cars and names of Pullmans rebuilt into coaches, maintenance-of-way cars, tool sheds, etc.

"Which company bought 2′-gage 2-6-0 woodburner No. 7 from Vulcan Iron Works?" asks Warren Frye, 2927 Lowrance Dr., Decatur, Ill. "I queried Vulcan; no answer. I believe she went to a sugar mill in Brazil. Lettered on tender was *USINA Santa Cruz*. How can I get the company's name and address?"

Answering a query, Ray Williams, 540 N. Fountain St., Allentown, Pa., says American Car & Foundry built steel triple-decked sleeping cars for the U.S. Army in World War II and some are used today by the Ringling Bros. and Barnum & Bailey Circus. Each is 84′ 6″ overall length, 10′ wide, has 6-wheel trucks, and 36″ wheels. Ray says circus-car rosters would interest The Circus Model Builders of America.

C. H. Blackburn stated (June issue) that while working for Lima in 1910 he saw a fireless engine built and sent to National Cash Register, Dayton, O.

"He is right," comments John Hilton, 3405 University Blvd., Kensington, Md. "The engine was an 0-4-0 named *South Park*, Lima's only 'fireless cooker.' In 1950 her owner sent her back to Lima for repairs. Retired 1961, she may be on display. She may have been America's first fireless engine but was not the world's first. Two German firms, A. Borsig Co. of Tegel and Hanover Mechanical Engineering Co. of Hanover, built fireless engines as early as 1908."

Roster of Pennsy locomotives at Northumberland

Class	Wheel Arngt.	Builder	Year Built	Condition	Road No.
M-1b	4-8-2	Altoona	1930	fair	6755
I-1sa	2-10-0	Baldwin	1923	fair	4483
B-6sb	0-6-0	Juniata	1916	good	1670
G-5s	4-6-0	Juniata	1924	fair	5741
E-6s	4-4-2	Juniata	1914	fair	460
H-10s	2-8-0	Lima	1915	good	7688
K-4s	4-6-2	Juniata	1920	good	1737
L-1s	2-8-2	Baldwin	1916	good	520
A-5s	0-4-0	Juniata	1917	excellent	94
H-6sb	2-8-0	Baldwin	1905	good	2846
E-2	4-4-2	Juniata	1902	excellent	7002
?	2-8-0	?	?	?	1187
Reuben Wells	0-10-0	?	1868	excellent	?
John Bull	2-4-0	Blt. in England		?	?

Jerry Best

Two reckless railfans shot the *Lackawanna Limited* in 1915. (Left) Henry Lovell in dangerous spot. (Right) Jerry Best fell off fence five seconds later. Photo by Lynn Smith

IN CONNECTION with the SP's 100th anniversary this year, special mention should be made of Gerald M. Best, who authored *Locomotives of the Southern Pacific Company,* a useful reference work, now a collectors' item, which The Railway & Locomotive Historical Society issued some time ago as *Bulletin 94.*

"Jerry" was a precocious youngster, born in 1895 at Port Jervis, N.Y., where his Grandfather Heller held the job of Erie general agent. Port Jervis was then a busy railroad town, an Erie division point, and terminus of a branch line of the New York, Ontario & Western. At the early age of seven, the lad became a subscriber to *Railway & Locomotive Engineering* and began clipping it to fill scrapbooks with locomotive photos. He also collected Baldwin *Records of Recent Construction* and postcard prints of Erie and NYO&W power.

In 1908 his dad, a physician and surgeon, gave him a box camera and the kid promptly started taking his own engine pictures. Since then, there has been no stopping him. A *bona fide* member of what Lucius Beebe calls the "nuts and bolts" clique, Jerry now has a total of 37,500 railroad negatives, well over half of them made by himself and the rest acquired in trade. His print collection includes 75,000 cards of standard size, all filed uniformly in one cabinet, alphabetically by railroad and chronologically by road number. One section is given over to rolling stock, especially narrow gage.

His own negatives are mostly North American motive power but he also has thousands from Australia, New Zealand, Java, Malaya, Thailand, India, and Japan, all garnered on world tours. In fact, he belongs to the Australian Railway Historical Society and has personally addressed several of their chapter meetings. He joined R&LHS in 1932, became the Society's Pacific Coast representative in '43, and resident vice president in '54. For the past 25 years he has been vice chairman of the Pacific Coast Chapter, even though he lives at 511 North Sierra Drive, Beverly Hills, Calif., and the chapter is primarily a San Francisco area group. Jerry is also a member of the Stephenson Locomotive Society in England.

"Ninety percent of my prints show steam locomotives," he says. "I had to draw the line somewhere, either concentrate on trains, art shots, and the like, as some photographers do, or on locomotives and rolling stock. I chose the latter, my chief interest being steam power and machinery."

As a boy he rode the cabs of Erie helpers countless times from his Port Jervis home up the mountain to Guymard (later Graham). One day he rode the 2601, the first Mallet compound to work that hill, and was embarrassed because the vibration made him ill. Even so, he kept at it. He even hooked a ride uphill on the pilot of a helper engine pushing backward.

Later, he married and moved out to the West Coast. He has been living in California for 44 years. A 1931 issue of our magazine, featuring what was originally called the International Engine Picture Club, got him seriously interested in photographing steam locomotives in postcard size.

"I was fortunate," he recalls, "to associate with some of the great pioneer collectors such as Dave Joslyn, Walt Lucas, Tom Taber, Fred Jukes, and Karl Schlachter. More recently, I turned my attention to Mexico and Central America in collaboration with Ed Lohr,

Harriet Best, Gigi, and the *Olomana* on Ward Kimball's Grizzly Flats Railroad.

Jerry inspects old Baldwin at Bunbury, West Australia. He is a member of the Australian Railway Historical Society.

Bill Witbeck, and Everett Degolyer, Jr. I have 10,000 railroad color slides, all my own work."

Jerry has never been on a railroad payroll, although he worked for nothing as station helper on the NYO&W at Valley Junction, N.Y., during the rush summer seasons in his high school days. The agent there, Bosco Leibla, taught him telegraphy, let him work the wire on routine reports, and helped him to get a commercial radio license.

"I used to ride the eight miles between Port Jervis and Valley Junction both ways on the fireman's side of the Mother Hubbards which worked the Port Jervis branch," Jerry recalls. "Some days I would ride the way-freight caboose."

After graduating from college, he hired out to AT&T, worked for the Bell System in transmission engineering, and switched over to Warner Bros. Studios in 1928, when the era of talking pictures began. He became the chief recording engineer there and processed sound film.

"In 1948," he says, "I bought a three-foot-gage steam locomotive (0-4-2T, Baldwin, 1883) from a Hawaiian sugar company, and named her *Olomana*. I've been operating her rather frequently on Ward Kimball's Grizzly Flats Railroad at San Gabriel, where, thanks to his generosity, I have trackage rights. Ward introduced me to Walt Disney. In 1958 I left Warner Bros. and went over to the Disney Studios. There I was still in sound work but also had an advisory job with the Disneyland Railroad. When that road was still on the drafting boards I was one of Walt's friends who helped to design his steam engines. For that job my photo collection came in handy. I also helped to get additional locomotives for Disneyland. Those engines are genuine, not amusement-park imitations."

As a member of the Academy of Motion Picture Arts & Sciences, Jerry votes on the widely-publicized Oscars each year. He is also a Fellow in the Society of Motion Picture and Television Engineers, and an inventor, holding some patents on radio and movie devices. Like most of the personalities in our *Interesting Railfans* series thus far, No. 16 is a non-smoker.

His first wife died in 1950. Three years later, on November 7th, he married an airlines office manager named Harriet Brainard and turned her into a railfan. Besides spending quite a bit of time riding trains in America and overseas, the couple are devoted to Gigi, their wire-haired fox terrier.

Jerry has done considerable writing on the NYO&W, the SP, the International Railways of Central America, the Los Angeles suburbans, the Minisink Valley Express, and so on. Now retired, he is researching on several history books he plans to write.

Says Harriet: "My husband isn't happy unless he is busy, whether it's answering letters, engaging in research, working on his locomotive or processing photos. But he's allergic to answering requests from strangers who do not even enclose a self-addressed stamped envelope."

(Number 17 is our series: H. Reid)

Monorail cars like this will carry N.Y. World's Fair visitors in 1964 and '65.

Steve Maguire's

TRANSIT TOPICS

NEW YORK World's Fair, which opens next spring, will have a $3 million monorail system. Work on it was begun last May by American Crane & Hoist Corp. in Flushing Meadows, where some exhibit buildings are already in course of construction.

Steve Maguire

The monorail will be an 8,400-linear-foot, double-loop line carrying 14 cars, each seating 40 passengers. Only four monorail systems are now operating in the U.S. Two are Air-Rail; the new one will be Air-Rail's third. This is the suspended type, rather than the "straddle" design used at the Seattle Fair last year and in Disneyland today. It is all-electric, based upon the Wuppertal in Germany which has carried over one billion passengers without a single accident involving derailment or structural failure.

Automatic electric safety blocks prevent collision hazards. Automatic starting and stopping at loading platforms is guided by safety-inner-locks protecting passengers and operating personnel. Slender steel columns, averaging 45" in height, support the track and cars. The track is an upright "I" beam; the cars' rubber tires actually ride on its bottom flange.

THE FATE of Chicago South Shore & South Bend passenger trains depend on whether or not Congress passes President Kennedy's bill to aid transportation. So says Tom Minard of St. Charles, Ill., commenting on efforts made at a recent stockholders' meeting by supporters of Julius Lopin, a Chicago realtor, to take over the electric line, reportedly with the aim of ending its passenger service.

On that occasion 288,387 shares of stock were voted, the largest in South Shore history, and the present aggressive management won handily. Although the line's total earnings are rising steadily, the number of riders is dropping and the already-heavy losses in passenger revenue are mounting. Without financial aid from the transportation bill, if passed, the company is unlikely to carry on its passenger business much longer.

GERALD BROOKINS' Columbia Park & Southwestern line at Olmsted Falls, O., is building a large loop at each end. The zoning board okayed this change after hearings at which a lone citizen objected to the line itself, claiming it was dangerous to children. Taking a more sensible view, the board authorized the loops, one of which will run beside the 350-foot carburn, over a creek, and rejoin the main stem near a shopping center, thus letting the single-ended trolleys operate without backing.

While arranging for scrap dealers at Wheaton, Ill., to send to his 1.25-mile line the four CA&E cars he'd bought, Mr. Brookins found the scrappers had to move and were burning up just about everything they had left.

They had kept 10 interurban cars, built in '45 and used only 12 years, in case the North Shore Line should run again, but were ready to fire them also because no buyer was in sight. Mr. Brookins purchased four additional 1945-built interurbans, including No. 460, the last standard interurban car ever built. He now owns nearly one-fifth of CA&E's entire fleet of cars.

NEW HAMPSHIRE may soon join the growing number of states with new operating trolley lines, according to Ted Taetsch, 14218 Garfield Ave., Lakewood, O. It seems that White Mountain Traction Co. plans to build and operate a mile-long trolley line at North Woodstock, just across the river from the steam road at Clark's Trading Post but independently owned and operated. Already Boston trolley 5777, Johnstown car 355, and a power plant have been obtained. The owner will offer summer sightseeing rides in a heavily touristed area near Franconia Notch and the Great Stone Face.

MONTREAL'S subway will be extended under the St. Lawrence River to St. Lambert via St. Helen's Isle, where a new station will be built. This line was authorized because the Isle will be the site of 1967 Montreal World's Fair. The Montreal subway will have 3 general routes. One will run from Youville (site of former large carbarns) south through downtown and on under the river to St. Lambert. Another will run east-west from Atwater Street on the west side, primarily under Ontario Street, to Pie IX Boulevard on the east side. These two lines will use 282 rubber-tired cars, *a la Paris*, but the third route, Canadian National's Mt. Royal tunnel line, will stick to standard subway equipment.

DEATH has claimed two outstanding transit executives: Virgil E. Gunlock, chairman of Chicago Transit Board, and Merritt H. Taylor, board chairman of Philadelphia Suburban Transportation Co., who once worked with Thomas A. Edison and whose sons, Merritt, Jr., and David, now run PSTC.

LOUIS GALITZA sent us a fine 8x10" photo of an old single-trucker in service somewhere but forgot to give details or even his address.

LAKESIDE, Wis., trolley freight line of Wisconsin Electric Power Co., one of the last remnants of Milwaukee Electric Ry. & Transit Co., is being sold to Chicago & North Western, which will bring coal to the plant on the 3 miles of track formerly used by juice locomotives, reports Oscar Yaeche, 2924 S. 46th St., Milwaukee, Wis. The power company will retain electric railway operation within the plant and as far as a weighing scale just outside.

REVERSAL of a New York court decision holding that the Port Authority had no right to take over the Hudson & Manhattan came in April. Pending an appeal to the U.S. Supreme Court, the Authority may again go ahead with plans for new equipment on the line. Meanwhile, the 186 old *black*

cars, operated on routes not going to Newark, need repair. Breakdowns are so frequent that a contract to rebuild 16 motors at a cost of $48,200 had been awarded to Everson Electric, Allentown, Pa., since many motor parts have not been manufactured for many years. Motor failures accelerated failures in other cars on the same train, due to added strain on them.

OUR Pittsburgh correspondent, James Cerny, 1022 Province St., reports that Allegheny County by a vote of 2-1 has created a Port Authority to take over the Steel City's rail lines. A group calling itself the Pittsburgh Area Transportation Study would scrap the entire trolley system but retain 16 miles of rapid-transit track south to Mt. Lebanon and east through Oakdale, at a total cost of $94 million. A proposed 100-mile freeway system would need an additional $850 million, not to mention $55 million for improving city streets.

Next year, to permit street repaving, three more Pittsburgh Railways trolley lines will be bussed: routes 50, 53, and 77/54, all using East Carson Street.

Continued efforts are being made to save Pittsburgh's Duquesne Heights incline railway, $20,000 being sought from ticket sales at $1 each by Save-the-Incline Committee of Duquesne Heights Civic Association, we learn from Donald Slick, 101 Wilson Ave., Oil City, Pa. At the same time, the company's stock is offered for sale. Regardless of the incline's ultimate fate, money spent on its stock will not be a dead loss, for the company owns valuable real estate.

How many oldtimers remember this scene in Pittsburgh's "Golden Triangle" as it looked in 1919? The car was No. 101 of the Pittsburgh & Butler Street Railway. The Rosenbaum Building on Penn Avenue at 6th St. it still standing.
The Pittsburgh Press

CHALLENGING our statement that rapid transit trains had never shared the right-of-way with steam trains in Chicago until the Lake Street line of Chicago Transit Authority was moved up onto the C&NW embankment, Charles A. Walton, Jr., P.O. Box 1038, Santa Monica, Calif., recalls that around the time of World War I the Illinois Central had a track connection with the Chicago Junction line on the lakefront at 43rd Street and trains ran west over it to the yards. This right-of-way, he says, was shared with the now-abandoned Kenwood branch of the South Side elevated, at least as far as Indiana Avenue.

A former North Shore employee, Walton reports that 25 or 30 ex-CNS&M workers living in southern California are organized and hold a Long Beach picnic each April.

TRAFFIC on Leonard's Department Store line at Ft. Worth, Texas, is holding up well, reports Jim Cumbrie, 3841 Southwestern Blvd., Dallas, Texas. Apparently the new rail route is a boon to the city's entire downtown section which had started to lose business to suburban areas, for many riders use it as free transportation to other downtown stores. The pantographs wore out rapidly. After one month they were removed from the PCC's and replaced with two short trolley poles, both on one end of the car. Five more PCC's have been bought for the line.

BRISBANE, Australia, now has buses on the 4 lines formerly served by trams that ran out of Paddington carbarn. Fire recently gutted that barn, destroying 65 cars and leading to the bussification. Riders resent the changeover, are making it a political issue. This news comes from *Electric Traction*, issued monthly by Australian Electric Traction Asso., Box 1017, General Post Office, Sydney, N.S.W., Australia.

The Victorian State Government, bowing to public demand, seems to have called off its program to bussify the tram lines it operates in Bendigo and Ballarat, reports Ken McCarthy, 155 arkside Dr., Dapto, N.S.W., Australia. The Bendigo system is the last one in Australia using Brill-built Birneys. Ken asks if Bendigo and Ballarat have the only *small* city tramways left in the English-speaking world.

SWEDEN plans to drop the old rule about running on the left side of the street and make it the right side instead. This may lead to the abandonment of all remain Swedish lines except in Goteburg, where a progressive rail administration is likely to convert new cars to American-style operation. So says Jack Wyse, 27 Lexton Gardens, London SW 12, England, overseas editor of the Light Railway Transport League that publishes *The Modern Tramway*, a monthly. Besides Goteburg, Sweden has tramways at Stockholm, Halsingborg, Malmo, Norrkoping, Lidingo.

Last day of trolley service at Rosario, Argentina.
Arnold Irvine Reid

No. 185 (American Car Sprinkler Co.): Worcester, Mass., in 1919.

ARGENTINE tramway system at Rosario, municipally operated, died last February. The last two cars undecorated, stopped sadly at City Hall for a final ceremony. We learn also from Arnold Irvine Reid, Defensa 665, Buenos Aires, Argentina, that at Mendoza, where he found 5 tram lines running in 1958, only one is left and its future is dim.

A CABLE-CAR body mounted on a truck running on city streets, owned by operators of the Erie County (N. Y.) Fair, is used for advertising purposes, writes Bill Kessel, 99 Center St., Hamburg, N. Y. A similar relic (or could it have been the same one?) was seen at Oakland, Calif., in a publicity stunt for a local store, according to Dan Quinlan, 3415 Alcarado St., San Leandro, Calif. Who knows of others?

Ohio Railway Museum in Worthington: cars are Detroit 3876, Kansas City 472, and C&LE 119, photographed at convention of Asso. of Ry. Museums.
S. D. Maguire, 1411 River Rd., Belmar, N.J.

EDITORIALIZING in the *Toronto Star*, Ron Haggart offers some ideas that would be appropriate for any city where trolley lines are in jeopardy:

> Back in 1957 the Metropolitan Transit Board saw no sense in the furious campaign to kill the streetcar. Give it a little inexpensive help to secure its fair share of the roadway, and the streetcar can save the taxpayers millions of dollars a year.
>
> Still, the solution which appeals most to political leaders . . . simply to replace streetcars with buses, the idea being that if everything runs on rubber it will run faster.
>
> Norman D. Wilson, TTC's consultant, says this assumption about buses is untrue. "Nor would the replacement of streetcar services by bus services of equivalent capacity reduce street congestion," he once wrote, "Three times the number of transit vehicles would be required. Nor would the speed or convenience of transit service be one bit improved."

This juicefan parody on Haywire Mac's *Big Rock Candy Mountains*, by S. I. Westland, came from Upper Canada Railway Society's *Newsletter*. We brought it into meter.

In the Big Rock Candy Mountains
There's a land that's fair and bright;
All the towns are full of trolleys
And each line runs all night;
Where the carbarns welcome railfans
And the sun shines every day,
Where there's Nearside cars and PCC's,
Full of sofas and lamps like the LVT's,
Where the air-bells ring and the trolley wires sing
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
Everything goes by trolley freight
And though the lines are busy,
Your hooch never gets there late;
Where ten thousand Birney cars run
And twice as many Peter Witts,
Oh, I'm bound to go
Where they don't mind the snow,
'Cause then the trolley sweepers can have a go
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
You never pay no fare
And you can catch a tramcar
For durn near everywhere;
Where the carmen have to tip their hats
And every trip has photo stops;
Oh, there's Brills, Jewetts, and Prestons, too;
There's even an I.T. painted blue
And Electroliners stop for me and you
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
No trolley cars get the axe,
The rosters just grow bigger
And they're always laying tracks;
Where there ain't no GM diesels,
No Twins or Whites or Macks;
Where streetcars run past all the bars
And interurbans outspeed railroad cars
In the Big Rock Candy Mountains.

ONE result of prolonged transit strikes in the Philadelphia area is a bill, sent to the Pennsylvania Legislature to create a regional transit authority for Philadelphia and its suburbs to take over the lines before new labor contracts expire early in 1965.

AS WAS EXPECTED, Los Angeles Transit ran its last PCC on March 31. No. 3002, the "crying streetcar," made the graveyard trip. Due to their narrow (3'6") gage, it is unlikely many of those can be sold. Says Jim Walker, 11307 Long Beach Blvd., Lynwood, Calif.: "I doubt that any except the all-electrics 3126-65, built in 1948, can be sold. Matching track gage can be found in Korea, but there the government is so shaky that sales would be hazardous. Lines at Arequipa, Peru, and in Spain and Belgium could use such cars, but even if Belgium is interested it would probably want only the trucks and electrical equipment. The older cars, built 1937-'42, can be had for $1500 apiece. Wanta buy one?"

New Electric Publications

LOUISIANA, ITS STREET AND INTERURBAN RAILWAYS, Vol. 1, by E. Harper Charlton and Louis C. Hennick, 143 pages, 8½x11", is a detailed history of all street and interurban railway lines (except New Orleans, which will be covered in Vol. 2) that ever ran in Louisiana. The 140 rare photos, enamel paper, and hard covers make this a very attractive book. Available at $7.25 from Louis C. Hennick, 2124 Fairfield Ave., Shreveport, La.

GREAT BRITISH TRAMWAY NETWORKS, by W. H. Bett and J. C. Gillham, 4th ed, 258 pages, 9x5¼", 122 photos and 20 maps, describes historically the many connecting tramway lines that criscrossed much of England prior to World War II, somewhat similar to those that used to run in New England. Copies at $5 each can be had from Light Railway Transport League, 245 Cricklewood Broadway, London, NW 2, England.

PCC CARS OF NORTH AMERICA, by Dr. Harold E. Cox, 72 pages 8½x11", with illustrations of every type of PCC and rosters of new and second-hand cars, complete with detailed information. A useful source book, especially for anyone writing traction histories. Available at $2 from the author, 8217 Pickering St., Philadelphia 50, Pa.

TROLLEY MUSEUM, a new 50¢ souvenir booklet issued by the Connecticut Electric Ry. Asso., Inc.,

Route 140, Warehouse Point, Conn., 8½x11", is capably written and illustrated. It is bound to enlarge the number of museum visitors. Incidentally, the Warehouse Point line is now about one mile long; two additional miles will be built in year or two.

A CENTURY OF NEW SOUTH WALES TRAMCARS, Vol. 1 (1890-1903), by Ken McCarthy and N. Chinn, 94 pages, 6x9", illustrated, with hard covers, is primarily a detailed roster of equipment used on the tramway lines of Sydney, Newcastle, Maitland, and Broken Hill which were operated in later years by the N.S.W. Government. There are a few pages of traction history up to 1903, but the roster covers all types of cars used later on. Copies are sold at $5.20 by Seashore Trolley Museum, Kennebunkport, Me., or write to South Pacific Electric Ry., Box 103, General Post Office, Sydney, N.S.W., Australia.

THE HAVERHILL, GEORGETOWN & DANVERS ST. RY.—GEORGETOWN, ROWLEY & IPSWICH ST. RY. SYSTEMS, 1900-6, by O. R. Cummings and Gerald F. Cunningham, 24 pages, 8½x11", gives the early history of two traction lines in northeastern Massachusetts that eventually became part of Bay State Street Ry. system. Roster, map, and fine old photos are included. Copies can be had from Roger Borrup, Warehouse Point, Conn. for $1.

Ten different interurban and trolley-line illustrated histories by Ira Swett, dean of electric railway authors, may be bought at prices ranging from $1 to $4 from Electric Railroaders' Asso., Inc., 145 Greenwich St., New York 16, N. Y. Other juice publications also available. Send stamped addressed envelope for list.

A fine illustrated history of sprinkler trolleys appeared last March in Railroad Model Craftsman (50¢), a monthly published at P.O. Box C, Ramsey, N. J.

Conestoga Traction Co. photos and data are needed by L. P. Cummings, Jr., 129 Nevin St., Lancaster, Pa., for a forthcoming history

SOUNDS of the nation's last two interurbans, Pacific Electric and the North Shore, have been preserved effectively on a 12" LP hi-fi disk entitled "Interurban Memories," produced by Mobile Fidelity Records, P.O. Box 336, Burbank, Calif. This worthy addition to any juicefan's collection costs $4.98 postpaid. Playing it puts us in a suitable mood to write the Transit Topics department. Also, it's the kind of record we like to show off in entertaining our friends. ●

NP Roster Notes

Based on data from NP's General Mechanical Supt., roster is accurate as of Jan. 10, 1963. Locomotive builders: GE—General Electric; GM-EMD—General Motors—Electro Motive Div.; GM-EMC—General Motors-Electro Motive Corp.; BW—Baldwin-Westinghouse; Alco-GE—American Locomotie Co.—General Electric; Alco Pr.—Alco Products; Alco—American Locomotive Co.

(1) Ex NYO&W 115, purchased 7/57.
(2) Rebuilt by GM-EMD to SW900 1/57.
(3) Ex 109-112, 119-124, 153-154, 159-174, renumbered 12/49.
(4) Ex 175-176, renumbered 12/49.
(5) Ex 177, renumbered 12/49.
(6) Ex 125-126, renumbered 12/49 but probably never carried new numbers; purchased by Walla Walla Valley, renumbered 770, 775.
(7) Ex 127, renumbered 12/49.
(8) Ex 131, renumbered 12/49.
(9) Ex 128-130, renumbered 12/49. No. 652 converted to electric trailer ET-1 7/59, and 650 converted to electric trailer ET-2 5/60.
(10) 700-710 ex 107-108, 113-118, 150-152, renumbered 12/49.
(11) Ex 155-158, renumbered 12/49.
(12) Ex 6000A, B (1st)—6010A, B (1st), 6000D, C (1st)—6010D, C (1st), renumbered 12/49.
13) Ex 6011A, D (1st)—6015A, D (1st), renumbered 12/49.
(14) Ex 6011B, C (1st)—6015B, C (1st), renumbered 12/49.
(15) Ex 6016A, D (1st)—6017A, D (1st), renumbered 12/49. No. 6006A, D (2nd), renumbered 6051A-6052A 10/59.
(16) Ex 6504B (1st), 6503B (1st), 6505B (1st), 6506B (1st), then 6016B, C (1st)—6017B, C (1st). No. 6006B (2nd), 6006C (2nd), 6005B (2nd), renumbered 6551B, 6552B, 6553B 12/59, 3/60, 6/62 respectively.
(17) 6500C (2nd) wrecked and rebuilt by GM-EMD 3/56.
(18) Ex GM-EMD engineering unit 975 was purchased 5/55.
(19) Sold 12/43 to Duluth Union Depot and renumbered 5.
(20) 6703A-6704A renumbered 7051A-7052A 11/59 and 3/60 respectively.
(21) 6508A, 6512B, 6700C wrecked beyond repair and scrapped 4/62.
(22) 6500B (2nd) ex 6500C (1st). No. 6503B (2nd) ex 6503C (1st). No. 6504B (2nd) ex 6504C (1st). No. 6504B (2nd) ex 6504C (1st). No. 6505B (2nd) ex 6505C (1st). No. 6506B (2nd) ex 6506C (1st). No. 6507B (2nd) ex 6501C (1st). No. 6508B (2nd) ex 6502C (1st). No. 6509B (2nd) ex 6500B (1st). ●

Four road-switchers, built by GM-EMD in 1955, model GP-9, combine their power to pull long NP drag freight over the mountains west of Missoula, Montana.
Northern Pacific photo

NORTHERN PACIFIC RAILWAY

Locomotive roster compiled by Sy Reich

Present Road Nos.	HP	Builder	Model	Wheel Arrngt.	Tract. Effort	Weight	Built	Notes
98	380	GE	44-ton	B-B	21,870	89,000	1946	
99 (1st)	410	GE	44-ton	B-B	21,625	88,000	1943	19
99 (2nd)	1000	GM-EMD	NW2	B-B	60,330	244,750	1948	1
100	900	GM-EMC	NW	B-B	57,230	232,060	1938	2
101-106	1000	GM-EMD	NW2	B-B	61,500	249,500	1940-1	
107-114	1200	GM-EMD	SW7	B-B	60,730	246,270	1949	
115-118	1200	GM-EMD	SW9	B-B	60,730	246,270	1952-3	
119-177	1200	GM-EMD	SW1200	B-B	60,700	245,940	1955-8	
200-213	1750	GM-EMD	GP9	B-B	62,590	256,940	1954-5	
214-240	1750	GM-EMD	GP9	B-B	62,060	256,950	1955	
241-243	1750	GM-EMD	GP9	B-B	62,710	257,430	1955	
244-245	1750	GM-EMD	GP9	B-B	60,750	252,800	1956	
246-268	1750	GM-EMD	GP9	B-B	62,450	258,500	1956	
269-274	1750	GM-EMD	GP9	B-B	62,560	256,810	1956	
275-284	1750	GM-EMD	GP9	B-B	62,400	258,300	1956	
285-316	1750	GM-EMD	GP9	B-B	59,900	246,180	1956-7	
317-344	1750	GM-EMD	GP9	B-B	59,590	245,300	1957	
345-350	1750	GM-EMD	GP9	B-B	59,775	246,040	1958	
351-375	1750	GM-EMD	GP9	B-B	59,750	246,000	1958	
376-384	1800	GM-EMD	GP18	B-B	59,550	245,140	1960	
400-427	1000	Baldwin	VO 1000	B-B	59,440	242,300	1941-5	3
500-501	1500	BW	DRS 4-4-1500	B-B	62,250	257,500	1948	4
525	1500	BW	DRS 6-6-1500	C-C	73,550	299,400	1948	5
550-559	1500	GM-EMD	GP7	B-B	60,950	252,550	1950-2	
560-563	1500	GM-EMD	GP7	B-B	61,390	254,250	1953	
564-568	1500	GM-EMD	GP7	B-B	60,900	250,200	1953	
569	1500	GM-EMD	GP7	B-B	60,350	248,750	1953	
600-601	660	Alco	HH 660	B-B	59,400	198,000	1940	6
602	660	Alco	HH 660	B-B	48,440	197,500	1940	7
603	660	Alco-GE	S1	B-B	48,540	198,000	1945	8
650-652	660	Baldwin	VO 660	B-B	49,500	201,760	1940-2	9
700-712	1000	Alco-GE	S2	B-B	56,570	230,000	1941-9	10
713-724	1000	Alco-GE	S4	B-B	56,200	229,700	1951-3	
750	900	Alco Pr.	S6	B-B	60,240	244,800	1955	
800-803	1000	Alco-GE	RS-1	B-B	58,860	242,500	1945	11
850-863	1600	Alco-GE	RS-3	B-B	59,920	247,770	1953, 5	
900-917	1800	Alco Pr.	RS-11	B-B	59,800	246,850	1958, 60	
5400A, B-5410A, B, 5400D, C-5410D, C	2700	GM-EMD	FTA, FTB	(B-B)x(B-B)	121,770	499,000	1944-5	12
6000A, D (2nd)-6004A, D (2nd)	1500	GM-EMD	F3A	B-B	59,915	245,000	1947	13
6000B, C (2nd)-6004B, C 2nd)	1500	GM-EMD	F3B	B-B	59,915	245,000	1947	14
6005A, D (2nd)-6006A, D (2nd)	1500	GM-EMD	F5A	B-B	59,915	245,000	1948	15
6005B, C (2nd)-6006B, C (2nd)	1500	GM-EMD	F3B	B-B	59,915	245,000	1947	16
6007A, D 2nd)-6012A, D (2nd)	1500	GM-EMD	F7A	B-B	59,915	245,000	1950	
6007B, C (2nd)-6012B, C (2nd)	1500	GM-EMD	F7B	B-B	59,915	245,000	1950	
6013A, D (2nd)-6017A, D (2nd), 6018A, D-6020A, D	1500	GM-EMD	F7A	B-B	60,200	246,120	1951	
6013B, C (2nd)-6017B, C (2nd), 6018B, C-6020B, C	1500	GM-EMD	F7B	B-B	60,200	246,120	1951	
6050B	1500	GM-EMD	F7B	B-B	60,200	246,120	1951	
6051A-6052A	1500	GM-EMD	F5A	B-B	59,915	245,000	1948	15
6500A-6506A	1500	GM-EMD	F3A	B-B	59,285	244,500	1947	
6500B-6509B (2nds, see note)	1500	GM-EMD	F3B	B-B	58,580	244,500	1947	22
6500C (2nd)-6502C (2nd)	1500	GM-EMD	F7A	B-B	59,285	244,500	1949	17
6503C (2nd)-6506C (2nd)	1500	GM-EMD	F5A	B-B	59,285	244,500	1948	
6507A, C-6513A, C	1500	GM-EMD	F7A	B-B	59,285	244,500	1949-50	21
6510B-6513B	1500	GM-EMD	F7B	B-B	58,580	244,500	1949-50	21
6550B	1500	GM-EMD	F7B	B-B	58,580	244,500	1952	
6551B-6553B	1500	GM-EMD	F3B	B-B	59,915	245,000	1947	16
6600A-6601A	1500	GM-EMD	FP7A	B-B	60,500	254,850	1952	
6700A, C-6701A, C, 6702A-6704A	1750	GM-EMD	F9A	B-B	60,420	249,780	1954, 6	20, 21
6700B-6701B	1750	GM-EMD	F9B	B-B	60,420	249,780	1954, 6	
7000A, D-7014A, D	1750	GM-EMD	F9A	B-B	61,020	249,500	1954-6	
7000B, C-7014B, C	1750	GM-EMD	F9B	B-B	61,020	249,500	1954-6	
7050A	1750	GM-EMD	F9A	B-B	60,840	248,790	1953	18
7051A-7052A	1750	GM-EMD	F9A	B-B	60,420	249,780	1956	20

Hillcrest Lumber Co. owns the only two Climaxes still operating in western North America. We see one of them crossing Robertson River on her daily seven-mile run between Honeymoon Bay and Cowichan Lake on Vancouver Island, B. C., Canada.
J. S. Dave Wilkie (B. C. Ry. Historical Asso.), 595 Leaside Ave., Victoria, B. C., Canada

For Sheer Dependability

YOU COULDN'T BEAT A CLIMAX

by GEORGE SAMPLE

SHE WASN'T fast and she wasn't pretty. "But," said a veteran employee of the old Climax Manufacturing Company, "she sure could pull logs over the mountains."

He watched the unloading of a rusty geared locomotive. Small by today's standards, she was almost dwarfed by the gondola which had borne her from Oneonta, N.Y., to Corry, Pa., where a public museum was being built to house her. It is only fitting that a Climax be preserved there. The Shay and the Heisler did a lot for the lumber industry, but some experts tell us that for sheer dependability neither type could keep up with the Climax.

A few decades ago the deep-throated chugging of all three types echoed through the big woods, and the little Climax, with her cockeyed skew gear arrangement, stood apart from everything else on rails. The skew gear utilized power from the drive shaft running down the middle of the engine while the individual springing of each of wheel gave flexibility and rail adhesion.

But the main factor which endeared the Climax to lumbermen was her ratio of light weight to power. The tramroads

themselves were little more than makeshift, built to last just long enough to haul out a stand of timber before being moved elsewhere. Nothing sturdy or fancy. Barely enough track to get by. Some of them wound up and down 10 percent grades, and you needed real power to drag out a trainload of "Paul Bunyan's toothpicks."

Like the deep forests, there is mystery in the origin of the skew gear wrapped around the axles. Was it invented by some now-forgotten lumber-camp operator who saw its possibilities while experimenting with wooden logging cars? At any rate, the Climax was the first and possibly the only form of motive power which used this device to transmit great force.

The Climax has been traced back to the 1880's when a manufacturer of mowers and reapers began reaching out to new fields by producing steam drilling engines and boilers and still later Climax locomotives. These engines met with wide acclaim. The manufacturer found little difficulty in selling them and soon stopped making other items and concentrated on Climaxes.

But who invented the Climax? There is no record, except that someone built one or two rough experimental engines right in the woods at a logging camp and from them the true Climax was developed. Crude at first, she had a wooden frame mounted on two four-wheel trucks similar to a flatcar. A vertical boiler rose at one end. A vertical marine-type two-cylinder engine resting in the middle was connected to the axle by a longitudinal driveshaft and skew bevel gears. A round water tank stood at the other end while a canopy cab covered engine and boiler.

What she lacked in beauty the Climax made up in power and service. She created a demand that grew for years throughout the North America. So popular was the vertical-cylindered upright, designated Class A, that the Climax plant continued building it until the company folded up in 1928. But there was improvements. Tee boilers and later horizontal wagon-top boilers replaced the original upright boiler, and the round water tank was squared.

These locomotives incorporated a two-speed shifting gear, the low gear being in a ratio of nine to one and the high four to one. The little Class A's were built in four sizes: 12, 15, 18, and 22 tons, with cylinders measuring 6½x7", 7x7", 7¼x7" 7½x7". For their weight, they were the most powerful locomotives ever built and could run on track impossible for other engines.

So popular were they that logging camps clamored for larger sizes. To meet this demand, the company built several of a horizontal design but not quite like the later Climaxes with inclined cylinders. The horizontal idea was devised by George D. Gilbert. These locomotives used the same type trucks, driveshaft, and gear arrangement as their predecessors. But there the similarity ends. The newer units had a V-type engine mounted on the back head of the boiler inside the cab.

It is not known if the Climax Company actually built any of this type, but after Gilbert had left that organization, the Dunkirk Engineering Company turned out many under his patents. Around that time a new horizontal type was designed, again using the same kind of truck drive.

Succeeding years saw new Climaxes with many variations. But basic to them all were bevel gears of the skew type, which was necessary to allow the shafts to cross at right angles and keep the driving gear in the center of the axles.

Subsequently, the horizontal - type Climax, designated Class B, was built in sizes from 20 to 60 tons, with cylinders ranging from 8x12" to 13½x16". Still later, Class C was added. This had basically the same design but incorporated a third truck, providing 12 drivers to carry the water tank as a separate trailing unit. These were built in the 70-100 ton range, with cylinders from 14½x16" to 16½x18".

The Climax served the mushrooming lumber industry. Vast stands of timber were not truly accessible until the building of logging railroads sometimes called tramroads. As distances became too great for logs to be hauled by team or floated on streams, the sturdy logging engine was needed.

Logging railroads were temporary at best and the demand was for a light and not-too-costly locomotive. In filling this need, the Climax Company built power to run on all types of track and many gages. For the crudest pole-type tracks. Climax turned out a wide-wheel with 3" flanges on both sides. When freshly-cut poles were laid end to end on the ground and pinned there for a temporary track, no ties were used.

Poorly-laid track with sharp curves and steep grades was negotiated by the slow-traveling, powerful Climax. The units had to be of rubber-like flexibility to operate on such makeshift track and cling to the rails Climax came up with the most flexible locomotive trucks ever used. With its center drive geared to the center of each axle via the skew gears and well-sprung crossboxes, the Climax allowed the wheels to hug the dips and high spots in the rails without binding the gears. In perfect mesh, the unique arrangement also provided greater adhesion and pulling power. Also, the center drive allowed the Climax to cut the sharpest curves where others would bind and crunch to a halt.

Although the Climax was designed originally for the woods, she was seen later operating for shortline common carriers, coal mines, strip mines, chemical plants, tanneries, sugar plantations, pulp mills, sand and gravel pits, brickyards, oil fields and industrial-plant switching.

For nearly 50 years the Climax Company hummed, turning out the plodding locos, which never exceeded 15 miles an hour. But the time came when much of the timber was logged off, and second-hand engines glutted the market. This doomed the geared locomotives. The Climax builders, now grown old, sold out in 1928 and retired. A salvage company, General Parts Corp. of Detroit, took over and scrapped much of the plant but carried on a parts business for several years.

The company catalog listed 17 sizes of Climax engines, ranging from 12 to 100 tons. Sold and used all over the world, they brought fame to Corry, Pa. That, plus the fact that the aged Climax employees still left are sentimentalists, explains why a Climax locomotive is preserved and enshrined at Corry.

BOOKS of the Rails

THE DAY THEY SHOOK THE PLUM TREE, by Arthur H. Lewis, 314 pages, 5½x8¼", Harcourt, Brace & World, Inc., 750 3rd Ave., New York 17, N.Y., $5.75.

Colonel Green

The "plum tree," as anyone could guess after reading Arthur H. Lewis's article in the current *Railroad Magazine*, was the $100 million estate accumulated and held by the shrewd Mrs. Hetty Green; her one-legged son Ned, president and general manager of the Texas Midland Railroad, and her recluse daughter Sylvia. This tree was shaken January 31, 1952, which means that the vast fortune (minus taxes and legal fees) was distributed in the form of 119 checks mailed by New York's Chase National Bank to individuals and institutions located at various points from Bellows Falls, Vermont, to San Francisco.

With the dispersal of those checks, Lewis plunges into a fabulous account of the Green money-bags, in which the TM Railroad plays no small part. It's a story involving the nation's greatest whaling fleet, forgery and perjury, long-drawn-out court battles, greed and almost incredible stinginess, Wall Street, sex deviation, and profligate spending.

Incidentally, "Hetty Green's Railroad" is a specially-written piece, not reprinted from anything.

Our magazine article is only a small sample of what can be found in the 314-page book. Hetty Green, the author tells us, was the wealthiest and most detested woman in America while her son, Col. Ned Green, rated highly as a railroad executive. Ned improved the TM so much that, many years after he'd taken charge, the Southern Pacific bought the 125-mile shortline as soon as it went on the market. But steam railroading was only one phase of the "wildly eccentric" Colonel Green's activities. The Colonel, according to Lewis, "blithely tossed away $3,000,000 a year on yachts, coins, stamps, diamond-studded chastity belts, female teen-age 'wards,' pornography, and Texas politics."

Organizing a Texas Midland baseball team, he hired "ringers" from a semi-pro nine, gave them sinecure railroad jobs and red uniforms, and they beat every amateur ball club within a radius of fifty miles.

His girl, Mabel Harlow, could let down her long, wavy, red hair to her hips. Lewis says she "liked corn liquor, but Ned hated to see a woman drunk. So she became a model of sobriety, accepting only an occasional highball, sipped slowly in ladylike fashion, or succumbed very rarely to an impulsive three-day spree." Skilled in the art of pleasing men, she knew that all a woman needed to seem intelligent to most men was to be a good listener. "No wife ever laughed more heartily at her husband's stale jokes or listened more attentively to recitals of his daily business triumphs."

This material, sordid in spots but always authentic, is Americana superimposed on a background of rail lore. Although the Southern Pacific and its predecessor lines have been written up by experts, no SP historian, not even colorful Lucius Beebe, has ever approached the TM with Arthur Lewis's frankness. Lewis did a tremendous job of research and writing; the statements made in his book are verifiable. No wonder he hit the best-seller lists, beginning with the one in *Time* magazine. His work quickly became a money-maker, even without the use of illustrations, but we think it would do still better if it had a few pictures.

Of course, *The Day They Shook the Plum Tree* is not basically a railroad book. It is basically a biography of the Green family—Hetty, Ned, Mabel, and Sylvia—and the fortune they controlled. But you can't separate railroads from the people who build, own, and operate them. We recommend *"the Plum Tree"* to all readers whose interest in railroad history goes beyond the kind of data you find in *Poor's Manuals* and Sy Reich's well-prepared rosters.

THE CENTRAL PACIFIC & THE SOUTHERN PACIFIC RAILROADS, Centennial edition, by Lucius Beebe, 631 pages, 8½x11", over 900 illustrations, including 121 photos by Richard Steinheimer, 7 pictures in full color, maps, appendix, memorabilia, index, bound in buckram, Howell-North Books, 1050 Parker St., Berkeley, Calif., $15.

Beebe's latest pictorial, weighing 5 pounds, 2 ounces, may be bought for slightly less than $3 a pound. It is concerned with not only "the steamcars themselves, but who rode them and to what destinies and what social implications were carried in the baggage car ahead along with the mail and express."

We know Beebe too well to expect him to go into mechnical data, corporate histories, financial reports, locomotive rosters, or builders' photos. He paints a much broader canvas. In dramatic words and pictures he portrays the SP's relationship to "the Old West, the West of gold and guns and girls and swaggering nabobs . . . traffickings into Texas where, in addition to the already established intimacies of California gold, it acquired overtones of the great cattle baronies and, eventually, Texas oil. At the far end of its Sunset Route was New Orleans to lend exoticism to an image already well endowed with variety."

The book itself is "well endowed with variety." This is shown by the kinds of pictures chosen and the use of contrasting media—photography and historic old line cuts—as in previous Beebe pictorials. The many photographers represented are, almost without exception, gifted men who have contributed often or occasionally to *Railroad Magazine*. We are proud of them all. We think, however, that Howard Fogg's realistic color-painting of a Central Pacific freight train in the desert, now on pages 176-177, would have been more effective as a frontispiece, rather then Steinheimer's spirited black-and-white view of *The Californian* in that choice spot.

Beebe writes: "There has always been the smell of great wealth—the most compelling of all American perfumes—about the Southern Pacific, blended with the scent of magnolias in the Deep South. And it has been a railroad of spacious gestures and magnificent attitudes. Once in an expansive moment it corrupted with gold double-eagles every single member of a Nevada legislature, not just the necessary majority required for its legislative objective. The management likes to do things right."

ACE ENGINEMEN, by Norman McKillop, 117 pages, 6¼x9", illustrated, indexed, Thomas Nelson & Sons, 18 E. 41st St., New York 17, N.Y., $5.50.

"This is a book," says the author, "for those interested in steam locomotives and what they have done in the immediate past and the present. Soon it will be too late to write about them." McKillop, a British engineman himself, writes pleasingly and authoritatively about some of his colleagues, with technical operating details and good photos.

A CENTURY OF SOUTHERN PACIFIC LOCOMOTIVES, by Guy L. Dunscomb, 480 pages 8x10½", nearly 2" thick, 18 maps on additional pages 14x9½", 800 illustrations,, 2 full-color plates, published by author, 1418 Fordham Ave., Modesto, Calif., $16.75 (sold only by author).

Weighing 4½ pounds, this impressive and attractive tome covers two Southern Pacific facets that no previous SP book handled adequately, i.e., engine photos and corporate histories. Nearly 300 roads form the present SP system; Dunscomb presents corporate histories of these. The pictures include nearly one-fifth of the 4000-plus steam engines, now vanished, that formerly ran over the 160,000 miles of rail operated or controlled by SP.

This empire, he reminds us, extends from the Pacific to the Great Salt Lake, from Oregon forests to New Orleans, with the longest north-south route on

Photography brings back old No. 9 wheeling freight over the Southern Pacific's now-abandoned narrow-gage line between Keeler and Owenyo, California. Glenn Lee, 705 W. Albany Ave., Kennewick, Wash.

our continent. At one time it embraced nearly 1000 electric miles and over 1000 narrow-gage miles, besides fleets of bay and river boats and fast ocean liners. Today, besides its rail service, SP steals the thunder from certain competitors by operating 1400 miles of pipelines and 25,000 miles of truck routes. This gigantic subject deserves its Paul-Bunyan-size volume, with paper to delight the eyes and sense of touch—80-pound Carrara Crystal, which means thick, beautiful, unglazed stock that shows photographic details to the best advantage. The gilt-inset binding is handsome and substantial.

Dunscomb worked for six years in SP freight traffic; he really *knows* SP. Taking pix since 1932, he now boasts some 20,000 locomotive shots. His book research took five years of spare time, combing ICC valuation reports, Poor's and Moody's manuals, annual railroad company reports, historical society bulletins, railway guides, and the like.

His book is well organized. The rear is devoted to electric cars, McKeens, and gas-electrics, all pictured and described; miscellaneous pix, a 9-page chronology, recent abandonments, and an index. But nearly all photos show steam power, with or without trains, ranging from builders' shots to nostalgic action views of real charm made by many camera artists. The book fulfills a steam fan's dream.

BULLETIN NO. 108, edited by Charles E. Fisher, 81 pages, 6x9", paperback, illustrated with photos, maps, etc., issued by The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass., price for members $2, non-members $3.

The value of these *Bulletins* is indicated by the large number of libraries (public, universities, museums, technical schools) all over the United States, Canada, some foreign lands, that subscribe to them for the benefit of writers, editors, and serious students of rail history. We often consult the *Bulletins* in our own files. No. 108 features a detailed and intriguing account of U.S. military railroads in the Civil War, by Mr. Fisher; "The End of Steam on the Maine Central," by C. F. H. Allen; a railroad operated by a reformatory, an abandoned Kentucky road, and various Pennsylvania shortlines.

LOCOMOTIVES OF THE READING, 1836-1923, by Paul T. Warner, with photo supplement and 1924-'50 steam roster by Bert Pennypacker, 28 pages, 8½x11", published by Owen Davies, 1214 N. LaSalle St., Chicago 10, Ill., paperback $2, clothbound $3.50.

Warner's authoritative article is a reprint from April 1923 issue of *Baldwin Locomotives*. Excellent photos. A good buy for anyone interested in steam.

THE DALTON GANG: End of an Outlaw Era, by Harold Preece, 320 pages, 5¼x8", illustrated with photos and diagram, indexed, Hastings House, New York City, $5.95.

Countless books have been written about American bandits, including the Daltons. This one is thorough and vigorous, suitable for Western fans, but has not enough railroad lore to recommend it to most railfans.

The first train holdup blamed on the Daltons involved the Southern Pacific's *Atlantic Express* on February 6, 1891, at Alila, California.

Our Cut-Rate Book Service

We always review new railbooks. As an added service to readers, we have arranged to sell such books at approximately 5 percent off publisher's list price. Your choice is not limited to books we reviewed. Our discount rate applies to almost any English-language railbook that is still in print, but only if it retails above $2. If you order any book not listed below, specify title, author's name, publisher, and his price.

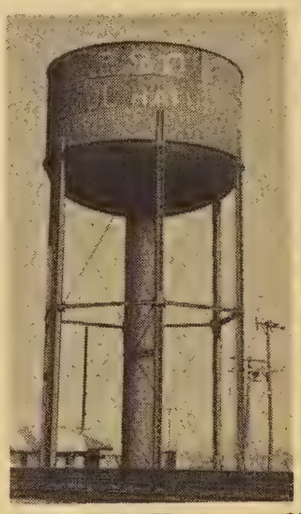
These books are available only by mail. Not on sale in our office. Check or money order must be made out to *Railroad Magazine Book Service* (not to any book publisher) and mailed to us at 205 East 42nd Street, New York 17, N. Y. Each book order must be kept separate from letters dealing with other matters. Here are a few suggestions:

	List Price	Our Price
THE DAY THEY SHOOK THE PLUM TREE, by Arthur H. Lewis	$ 5.75	($ 5.50)
CENTRAL PACIFIC & SOUTHERN PACIFIC RAILROADS, by Lucius Beebe	$15.00	($14.25)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
HIGHBALL: PAGEANT OF TRAINS, by Lucius Beebe	$ 2.98	($ 2.75)
QUEST FOR CRISIS, by J. N. Stites	$ 5.95	($ 5.60)
ACE ENGINEMEN, by N. McKillop	$ 5.50	($ 5.25)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.50	($ 2.25)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
CANADIAN NATIONAL RAILWAYS, by G. R. Stevens, 2-vol. set	$12.50	($11.90)
THE LAST STEAM LOCOMOTIVES OF WESTERN EUROPE, by P. Ransome-Wallis	$13.00	($12.35)
REBEL OF THE ROCKIES, by R. A. Ahearn	$10.00	($ 9.50)
FAMOUS RAILWAY STATIONS OF THE WORLD by E. F. Carter	$ 3.25	($ 3.00)
NARROW GAUGE ALBUM, by Patrick Whitehouse	$ 6.75	($ 6.50)
RAILWAY SIGNALLING SYSTEMS, Day and Cooper	$ 3.25	($ 3.00)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$20.00	($19.00)
THE GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
TRAINS ANNUAL, 1963, by G. Freeman Allen	$ 3.25	($ 3.10)
MODERN RAILWAYS THE WORLD OVER, by G. Freeman Allen	$ 4.25	($ 4.00)
BRITISH STEAM RAILWAYS, by O. S. Nock	$10.00	($ 9.50)
TRAMWAY TWILIGHT, by J. Joyce	$ 5.75	($ 5.50)
LIVERPOOL OVERHEAD RY., by G. E. Fox	$ 6.75	($ 6.50)
LONDON'S UNDERGROUND, by H. F. Howson	$ 5.75	($ 5.50)
THE MANCHESTER TRAM, by Ian Yearsley	$ 3.50	($ 3.35)
HARRY BEDWELL, by Frank P. Donovan, Jr.	$ 3.75	($ 3.55)
THE DALTON GANG, by Harold Preece	$ 5.95	($ 5.65)

Water Towers Still Standing

Unusual tank in Point St. Charles Yard of Canadian National at Montreal, surrounded by outmoded steamers: the 8447 (2-8-0), the 1520 (4-6-0), and others.
Joel S. Rice, 4539 Park Ave., Montreal, Que., Canada

Rutland tank, North Bennington, Vt.
F. S. Graham, West Rd., Bennington, Vt.



(Left) D&SL tower, Utah Jct., Colo. (Rt.) CPR tank at Blue Sea Village, Ont., is enclosed in hexagonal case to prevent the water from freezing.
(L.) R. P. Parsons, Box 63, Arvada, Colo.
(R.) Bruce Ballantyne, Ottawa, Canada

WATER TOWERS, a few still in use, remain standing on rights-of-way on many railroads in the U.S. and Canada, according to readers' responses to a query in our June issue. Several correspondents saw tanks rather recently but are not sure they are there today.

One or two may be seen at the Camden terminal of Pennsy-Rdg. Seashore Lines. Others are on P-RSL at Tuckahoe, N.J., and in Erie-Lackawanna yard at Midvale, N.J. The Reading maintains a long water plug (not tank) on its main line out of Shamokin, Pa., and still has two water towers at West Falls, Pa., near Philadelphia, while the Coudersport & Port Allegheny has one at Coudersport, Pa. The Big 4 (NYC) yard has one about a mile north of Bellefontaine, Ohio. There are two in freight yards at Newark, New Jersey.

Water towers in New England include those on the Claremont & Concord at Bradford, N.H.; on the B&M at North Woodstock and Lincoln, N.H., and on the Grand Trunk at Island Park, Vt., and an old Rutland water tower at North Bennington, Vermont.

Heading westward, we find a tank about 3 blocks south of the CB&Q depot at Canton, Ill.; others on the Detroit & Toledo Short Line, Encore, Mich.; in the ghost town of Bingham Lake, Minn.; on the old Omaha Road, now C&NW, and beside N&W tracks at Dalton, Wis., and Wall, S.D. The Broderick Wood Products Co. owns an old D&SL tank at Utah Jct., Colo., and in Missouri tanks may be seen at California on the MP and at Wyaconda on the Santa Fe.

In California state, SP water towers stand at Santa Cruz, Felton, West Oakland, Sacramento, Bayshore (South San Francisco). SP also has one on its Cascade line. There's a WP tank at Oakland, a Sierra RR. tank at Jamestown, and one on the Yreka Western at Yreka, all in California. The only water tower reported so far in the South is on the Yancy RR. at Burnville, N.C., although the ACL may still have one in its downtown Tampa, Fla., freight yard and two at Uceta yard, 6 miles away.

Canada has many water towers. For example, in CPR yard at Runnymede Rd., Toronto; near CPR station, Ville Marie, Que.; aslo on CPR at Ruby Creek, Harrison Mills, Spuzzum, North Bend, Lytton, Spence's Bridge, and Spatum, all B.C.

On Vancouver Island, B.C., the CPR, or Esquimalt & Nanaimo, has water towers at Bowser, Ladysmith, near Lake Cowichan, Jayem, Duncan, Courtenay, and many other stations. The one at Ladysmith is used by MacMillan, Bloedel & Power River RR., which still runs several steamers daily. PGE has tanks at Lone Butte, William's Lake, and elsewhere, all in B.C. The CPR has many tanks, one at Blue Sea Village, Ont., one at Cote St. Luc yard, west of Montreal, one at Ste. Therese, Quebec.

Canadian National has a tank of rare design in Point St. Charles yard, Montreal, made of large steel plates, welded together, with an almost flat roof. Nearby are about 15 steam locos, some held for the nearly-completed museum of Canadian RR. Historical Asso. and others probably for scrapping. CNR also has a wood-sheathed water tower in St. Laurent yard north of Montreal and a high steel tank at Joliette, P.Q.

This partial list of water towers still standing comes from Ted Benson, Ron Salters, H. G. MacDonald, Theo Sommerkamp, R. P. Parsons, Conrad Ekstrom, Jr., Bruce Ballantyne, Geo. Martin, Bob Cookson, Harry Johnson, Merritt Freeman, Tom Olsen, Barrie Sanford, Wm. McCallum, John Beach, Ray Rahn, Harold Ault, Robt. West, Don Groth, Larry Markin, Ed Montgomery, Ward Goheen, J. S. Rice. ●

Water towers: Reading main freight line, West Falls, near Philadelphia.
M. K. Freeman, 224 Main St., Trappe, Pa.

Setouts and Pickups

Union Pacific has ordered 6 diesel-electric model U50 freight locomotives that will be twice as powerful as any previously available from domestic manufacturers. General Electric is building 3 of 5000 hp each; Alco Products, Inc., is building 3 of 5500 hp apiece. Delivery is expected this fall.

Piedmont & Northern box-cab electric loco 5103 and SAL dining car 1007 have been presented to the Atlanta Chapter of NRHS. The 5103 was one of six engines built by GE in 1912 and bought new by the Greenville, Spartanburg & Anderson, a P&N predecessor. She weighs 63 tons and drew power from a unique arrangement of pantograph and trolley pole. The Piedmont & Northern Ry. is novel in having two unconnected divisions, one in each of the Carolinas. How many other railroads are in that category?

So as to get money to buy data and pix for the book on the Delaware & Hudson and its motive power is now writing, John W. Nelson, 71 Humphrey Drive, Syosset, N.Y., will sell the following items:

Complete set of C&O erection diagrams, $15; complete set of Canadian National erection diagrams, $10; and these photos: New Haven collision near Grand Central, 2 Erie commuter-train wreck photos, C&NW 4-train crash at Cary in 1958, complete set of photos of CNJ's Newark Bay bridge disaster, and 3 pix of Romney, Hythe & Dymchurch 15″-gage railway. All photos are 11x14 except CNJ 8x10's.

Old B&M diner-coach, now resting on a piece of track at Ashburnham, Mass., on Rte. 12 is the nucleus of a railroad and trolley museum that Everett L. Murray of Depot Rd., RFD 1, Box 62K, Ashburnham, expects to establish there.

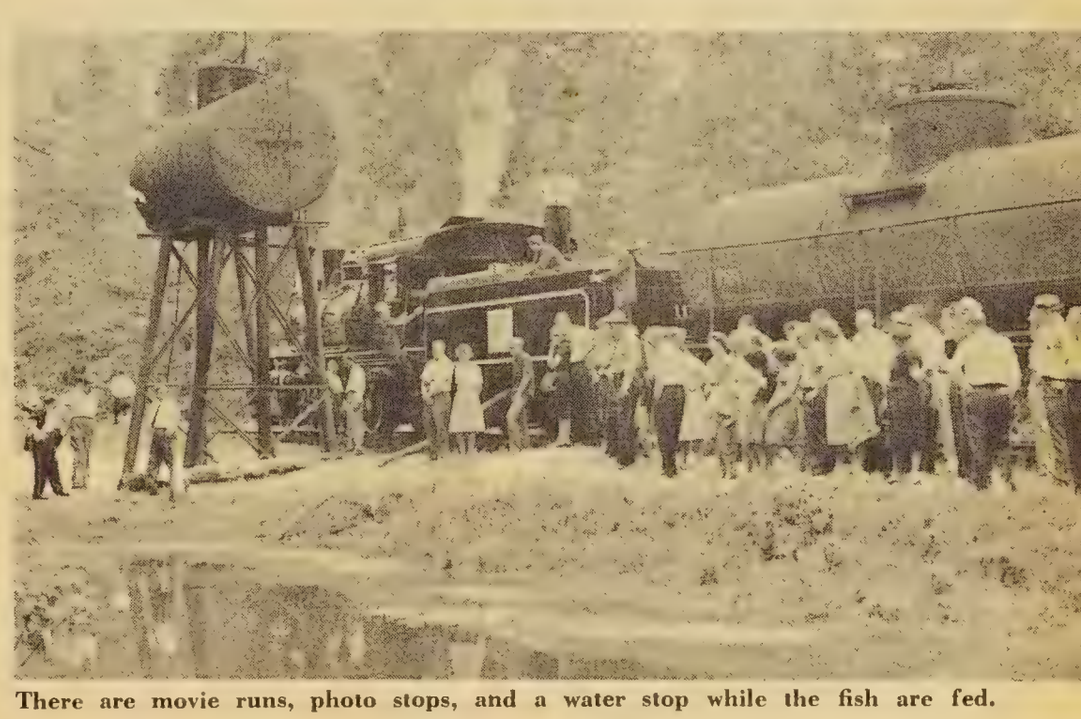
Photos (3½x5″) and slides (2x2″) of Iowa electric lines, color or b&w, mostly with scenic backgrounds, including rare shots, may be obtained from Paul Garde, Thirty-five Slides, Box 368, Green Mountain Falls, Colo. Details in 4-page list 4-26-62, free on request.

Locomotive rosters of all Class 1 U.S. and Canadian railroads and many smaller lines, reprinted from *Railroad Magazine*, have been assembled for book publication by Paul W. Tilley, retired Santa Fe yard clerk, 10109 S. Stanford Ave., Los Angeles 2, Calif. These are mostly steam.

Correction: *Proposed Southeastern Railroad*, vols. 1-2, by E. T. Mitchell, had 14 color pictures, not 49 as stated in August *Books of the Rails*. ●

The Steam-Powered READER RAILROAD

A 23-mile pike in Arkansas has a gala run to publicize its passenger service. No. 11 (2-6-2 oilburner) is trimmed with white special flags, Old Glory, and a Rebel flag. The press, TV, radio, and national magazines, including *Railroad*, are represented. Free food and beverages a-plenty are served: at Reader depot, by the train's news butcher, and in big outdoor feast at Waterloo.
Three photos by Wilbur T. Golson, 9124 San Lo Dr., Baton Rouge, La.



There are movie runs, photo stops, and a water stop while the fish are fed.

Governor Faubus of Arkansas speaks from platform of the side-door caboose.

Whistle on the Levee

by E. S. DELLINGER

DUSK, wet and gray, was hovering over the Ozarks when Paul Rankin, who gloried in the nickname "Speed," brought his orange drag down the last winding hill and lined his fast freight Mikado, with its sky-filling smoke plume, into the straight track on the flooded bottoms.

Backwater, seeping from the levee, stood knee-deep among the walnuts, oaks, and sycamores, burying the lowest wires of the right-of-way fence. The white slab inscribed, "Flat Creek, One Mile," rose grotesquely out of brown rippling water covered with froth.

That milepost aroused in the runner's breast a feeling of resentment against the drab little river town which it represented, especially since Steven Willoughby had come to rule the River & Hill Division as superintendent.

Not that Mr. Willoughby could fire him merely to satisfy an old grudge. The Brotherhood of Locomotive Engineers would see to that. No official can discharge you because, thirty years ago, as a ragged boy from the wrong side of the track, you had planted a flint rock between a man's eyes, leaving there a scar which neither time nor skill could efface. But Speed knew that sooner or later every ballast-scorching engineer was likely to make a slip which an enemy in a swivel chair could translate into cause for dismissal.

Reaching for the whistle cord, he sent a long, clear, station blast wailing through the rain-washed valley. Before its echoes had died away, he latched the throttle back and followed the long blast with two short ones, informing the conductor on the rear that he wouldn't stop at his old home town for his meet with Number 8, the *Texas Hotshot*.

The head brakeman, a smart young fellow, had been watching apprehensively as the thirty-five dripping yellow reefers followed the Mike out on the tangent. When the engineer whistled through, he got off his seat and crossed the swaying deck.

"You surely ain't going to try to make Green River for that meet with Number 8?" he asked.

"I'm not going to *try* to make it," my boy," said Speed. "If we stay on the iron, I *will* make it."

"You've got seventeen minutes—"

"I know that. I also know how much time I need."

"But the conductor told me—"

"Yeah, I know. Old Three-Fingered Jim Kinney told you to call me if I started to a short-time meet with a passenger train. Well, you called me. If Kenny wants to, he can pull the air and stop the train."

A RAILROAD classic copyrighted 1945 by Popular Publications, Inc.

Three-Fingered Jim did not stop him. Few men ever stopped Speed Rankin when he whistled through Flat Creek on short time. The engineer opened the side window, yanked his cap down lower over his eyes, and widened the throttle.

The dull green glow of the main-line switch flicked by beneath his racing window. Head thrust out into the rain he frowned at the river village taking shape through the dusk. Flat Creek was an old town. It had been old when Madge Rankin's boy was born in the lean-to shack at the head of Rankin Row.

There was one long, unpaved street, ankle-deep in black slimy mud when the freshet came; ankle-deep in choking dust through the hot, dry summer months. There were paths winding out into the bottoms through the cool shade of trees and on into the flint hills where huckleberries grew wild among the jagged boulders. He remembered, too, the deep blue pools where in by-gone years he swam, and fished for perch and bass.

These were pleasant memories. Certain other recollection he would gladly have blotted from his mind. Now he was honored as the road's ace runner; men deferred to him and women flashed alluring smiles. On city streets or in the cab he dressed with care. How different had been the ill-clothed and underfed boy, Paul Rankin, whom the solid citizenry had formerly eyed with suspicion!

Speed had a fleeting glimpse of it all as he thundered through the village. On the left, a long street ran parallel to the railroad. Beyond it and facing the tracks stood a row of false-front stores and the brick bank owned and run by old Ken Willoughby. Beyond the bank, in a grove of trees on rising ground was the Willoughby mansion, where the arch tormentor of his youth and the present threat to his career had grown and prospered.

Sprawled in the narrow strip between the railroad track and the river, with water tapping about the rotting ties on which it rested was the unpainted, smoke-stained shanty in which he had first seen daylight. On Rankin Row that night, small boys were out knee-deep in muddy water waving at him as the train roared by. He waved back and his eyes swept on to the levee behind.

This levee rose high above the row of shacks. A great earthen wall it was, faced with rip-rap and held together with barbed and woven wire. The crest of the rising flood appeared almost to its top. Section men, aided by cotton pickers and farmers from the valley, were working along it, fitting sandbags and wire into each menacing break.

Speed closed his cab window to keep out the water sluicing in from the roof. He was really wheeling the yellow cars that night when he shot through Flat Creek. The dispatcher had cleared him out of Center an hour late on a stepped-up schedule and had given him a gentle hint that those oranges should reach

Thebes for sure "on the advertised."

When Speed passed Flat Creek he had run 125 miles over steep, crooked track in three hours and eighteen minutes. He had forty left in which to pull through a sidetrack meeting the *Texas Hotshot,* run 35 miles, and roar into Thebes on time. He expected to make it.

OUT of Flat Creek he raced along the black, water-logged bottoms where the roadbed was carried on a high earthen embankment reinforced with rocks and crowned with white limestone ballast. This bastion had been built to withstand fast running and wet weather. Insofar as Speed knew, there was not a soft spot in it. No trainman or trackwalker had reported one; there were no slow orders over it and not a signal to warn him of danger.

But the danger was there. Engineer Riggs had left Center ahead of him with a train of oil. Riggs had no intention of being run around. He had rolled his oil train down the valley as fast as wheels would turn. In so doing he had found low joints and left them lower, and soft spots and left them softer.

Speed hit the first one two miles out. The cab cakewalked and the front end wobbled. He pinched it down with brakes. He did not use much air nor let it stay out long. Within a train-length he had released his brakes and was rolling along at a mile a minute.

According to the book of rules, that was twenty miles too fast for freight, though Speed and other engineers had run them faster. Twilight deepened. His headlight cut through the slanting rain. In its dull glow he saw the glistening rails, the white ballast, the black ties with water between them. The steam of exhaust fled from his reverberating stack.

He was reaching for the whistle cord to blow for Green River when he saw the next hole under the right rail two car-lengths ahead.

The drivers hit it four great trip-hammer blows. The big Mike backed her nose dipping down and up, and the cab followed. The steel apron broke loose from the floor and slapped the cab roof. The head brakeman tumbled over, but quickly stood up.

One moment Speed Rankin thought his engine was in the ditch. The next she had come out of the hole, with the tank behind her, and planted her feet on solid track. She did not travel far. Brakes went into emergency. Speed reached for the whistle cord and sent out the call for flag protection.

His air-gage needle sank to zero. The engined stopped, but from behind came the awful rattle and bang and crash of freight cars piling up!

He looked at his watch. He had come seven miles from Flat Creek in seven minutes. Number 8 was due in Green River in nine minutes. He shook the stunned brakeman to bring him out of a trance and shouted:

"Beat it, kid! Get out with a red one and stop that *Texas Hotshot!*"

THE BRAKEMAN galloped off. Speed lit his torch and walked back ruefully along the train. The engine, the tender, and two orange cars rested upright on the rails. Behind them, a pile of wreckage was ricked up in a disordered pile. Oranges were heaped against the barbed wire fence. Calmly he picked up one and ate it. The taste was delicious.

The he started wading around the wreckage. He met the conductor coming over. Old Three-Fingered Jim looked like a man on his way to a funeral. His first words were, "Is the whole front end in?"

"No." Speed wiped orange juice off his chin. "We went in behind two cars."

"What did you hit?"

"I hit a slough big enough to bury an elephant."

The conductor wanted to know why Engineer Riggs had failed to stop and put out a flag. Speed wanted to know that, too. He inquired how many cars were left on the track behind the wreck.

"Two reefers and the crummy."

"Four cars from thirty-five leaves thirty-one in the ditch," Speed counted. "That's too damn many."

"Old Man Willoughby might fire somebody over it."

"Meaning me." Speed grinned sourly.

Three-Fingered Jim shook his head. "What kind of report will we turn in?"

"What kind *can* we turn in? We're stuck any way you look at it. The train sheet will show the time we came through Flat Creek. If we report the actual time we were ditched, Steve's got us for running too fast. If we doctor up our time to show a minute and a half to the mile, he's got us for being out on the main in the face of a passenger train without sufficient clearance."

"Willoughby knew what was in our orders."

"Yes?" Speed perked up.

"He sure did. He was in the dispatcher's office this afternoon when I signed for 'em. He heard the delayer ask me to tell you that he'd like to have these oranges in Thebes by 7:50 if you could possibly get 'em there."

The engineer's eyes brightened.

"That's a break. If Willoughby's smart, he may forget about the flint rock I planted between his eyes the time he busted my shirt collar, tore the seat offa my pants and knocked these two front teeth out trying to show his giggling girlfriend how brave he was."

"I hear he married a director's daughter," the skipper said.

"He did. That's how he got into the railroading—through the upstairs window. But that won't save him from embarrassment when the Brotherhood griever tangles with him in the general manager's office. If he's wise he'll blame this wreck on a rainstorm, chalk it down to an act of God, and let it go."

Old Steve Willoughby was a shrewd official, but grudges linger long in the hill country.

The head brakeman stopped the passenger train and backed it into Green River. Speed took his engine, the two head cars of oranges, and conductor, and went in there to make his report.

He found the wires busy. The dispatcher was arranging to detour other passenger trains and to send a stub out from Center to transfer the mail and passengers off Number 8 around the wreck. Having attended these matters, DS wired the freight crew to ride the stub home and report in the superintendent's office the following morning at nine for investigation.

"The Old Boy is kinda pushin' things," the skipper said. "He'll have to go some it he gets a full and complete report by nine a.m."

"He probably figures he won't need a report from the track," Speed said hotly. "He thinks he's got enough information on his train-sheet to fire me without waiting for it."

The worried crew rode the stub home. Next morning they filed into the office ahead of time. Rankin was meticulously clad, as usual. Recalling the squalid years when he had dressed in rags, burlap, and shoes without toes, he now sported well-tailored clothes.

THE OFFICIAL court arrived at nine. Superintendent Willoughby appeared anxious to get the job done. First he called the fireman, the brakemen, and the conductor, for preliminary grilling. Then he sent them out, and Speed went in through the frosted door.

The brass collar had a nose slightly hooked. His chin stuck out. His beady little black eyes gleamed and the old scar between them was livid at the seams. He waved a slim hand toward

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

How to Speak and Write Like a College Graduate

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation – also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

MAIL COUPON FOR FREE BOOKLET

If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

DON BOLANDER, Career Institute, Dept. 4H, 30 East Adams, Chicago 3, Ill.

Please mail me a free copy of your 32-page booklet.

NAME_____

STREET_____

CITY_____ ZONE_____ STATE_____

the chairs across the table from him.

Speed leisurely sat down and the executive lit a cigar. For many seconds the two men from Flat Creek appraised each other across six feet of smoky air.

Willoughby spoke briefly of the wreck, the extent of damage, the traffic delay, and the crew's claim that the accident had been caused by softening of the track due to heavy rain. He said he hadn't yet received a full report as to the condition of track but was prepared to prove that the engineer had been running recklessly in violation of rule.

Having thus stated the case, Willoughby called for Speed's personal testimony. After the usual queries as to age, place of residence, occupation, and length of service, the official produced two tissue order sheets from the sheaf of papers beneath his hands and asked:

"Were you the engineer on Extra 756 yesterday?"

Speed admitted that he was.

"Do you recognize these orders?"

Willoughby handed him the two flimsies. Speed read them carefully.

"I do." He handed the orders back. "They were copies of the running order and the run-late on it which were issued to me yesterday when I left Center."

"You left here at 3:50 p.m.?"

"That's right."

"What time did you go through Flat Creek? The train-sheet puts you through there at 7:10."

"That's about right."

"According to the timecard, Number 8 is due in Green River at 7:27."

"I do not have a timecard on me, but I believe it is."

WILLOUGHBY leaned slightly forward. "Mr. Rankin, do you know what the timecard running time for a freight train is from Flat Creek to Green River?"

Speed didn't squirm. "Yes," he said. "Twelve minutes."

"Do you realize what time it was when you hit this alleged hole seven miles south of Flat Creek?"

"It was 7:17."

The official nodded sharply.

"That's the time given on your report. Do you wish to change it?"

"I have no reason for doing so."

"In that case, Rankin, you evidently ran that freight train seven miles in seven minutes."

"About that."

The super shook the ashes from the end of his cigar. "Do you know what the operating rules say about train speed?"

"Yes, Mr. Willoughby. The rulebook says—I quote exactly—'Freight trains shall not exceed a speed of forty miles per hour, passenger trains sixty miles per hour; except that Numbers 8 and 9, when drawn by locomotives of the 1500 Class, may be permitted a maximum speed of ninety miles per hour."

The black eyes gleamed like a beast closing in for the kill. "Then you were aware when you left Flat Creek that you did not have sufficient time to make Green River, pull your train into a sidetrack, and clear Number 8 the required five minutes without violating this section?"

"Not if you interpret the section literally, but I—"

Willoughby cut him short. "Is or is it not a fact that a member of the train crew, acting on behalf of Conductor Kinney, warned you that you did not have time to make the run and urged you to take siding at Flat Creek for your meet?"

"Yes, that's true."

"Then why didn't you pull your train down to Flat Creek switch and put it into the siding there where it belonged?"

"The road," said Rankin, "is built across narrow valleys, with short, steep grades leading into and out of them. In order to make fast fruit schedules, engineers have to run into these valleys as fast as possible so's to get up the opposing grades."

Then there was the alibi of precedent. "For twenty years," Speed went on, "division officials interpreted speed restrictions liberally and shut their eeys to spot violation of them. Every road engineer on the division was guilty not only of violating this particular section, but also of going on short time against superior trains and making up the shortage by exceeding forty miles an hour."

Willoughby was ready for that alibi. He declared the rules were to be obeyed.

"Offences committed by others do not excuse you. Your violation caused a freight wreck which cost this company the equivalent of your wages for twenty years—"

"But it saved them from a passenger-train wreck which would have cost them the equivalent of my wages for a hundred years."

"That is a mere assumption. It has no bearing on your case."

SPEED shifted suddenly from defense to attack. "Weren't you in the dispatcher's office yesterday afternoon?"

"Ye-es," the super faltered.

"You read my schedule. You knew it had gone into effect before my crew was called. You read the 'run-late' on it. You heard the dispatcher send me word that he'd like for me to run 160 miles in four hours flat. Can you deny that?"

"I don't need to. But your alibis do not stand up."

"Then I'll appeal to the general manager."

Willoughby dropped the mask and called Rankin by his first name.

"That is your privilege, Paul. Go right ahead and appeal, because I'm firing you here and now."

"You can't get away with it, Steve. We're not living in Flat Creek now. We're working on a railroad bound by Brotherhood agreements."

Steve lost his temper then and ordered Rankin out of the office.

Speed went to his apartment, and slept until dinner time. Then he took in a movie show. He had just come home and begun to listen to the radio when footsteps came running up the stairs and a fist hammering on his door.

Willoughby had pushed the case through quickly that morning, because there were maters of greater importance than investigating the wreck of an orange train.

It was still raining. Flat Creek was still rising, was then within six inches of an all-time high. This was dangerous.

Five minutes after he had fired Rankin, Willoughby boarded a special train carrying wire and old cement bags down to Flat Creek to reinforce the old dyke. He did not remain long. The weather bureau had then predicted a clearing of skies by night. The roadmaster assured him that, with the supplies he had brought down, the situation would shortly be under control.

Willoughby had then run out to the wreck. The big hook was disentangling orange cars from the right-of-way. The road would be open by midnight. Having been seen at the wreck, he returned to Center.

HE ARRIVED there shortly before nine o'clock. The chief dispatcher came running in with the headphones over his ears and a message. Willoughby read it hastily.

"Old dam on Little Niagara reported out. Water expected to raise level at Flat Creek two or three feet. Need thirty thousand sacks barbed woven wire. Unless received by midnight, levee will go down."

It was a critical situation. "Are the bags and wire available in Center?" he asked.

The dispatcher nodded. "I checked my switch lists. There's a full carload

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

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of burlap bags spotted for unloading at Center Flour & Feed. The Wholesale & Retail Hardware Company has four cars of wire on their siding, any or all of which we can use."

"Then have them switched out, made into a special train, and run down to Flat Creek at once."

"It's too late, Mr. Willoughby."

The official glanced up at the big clock. The hands pointed to 8:52.

"It will be 9:30 at the very earliest," said the dispatcher, "before we can get the train made up, run an engine out from the roundhouse, and a crew ready. That leaves two hours and thirty minutes to put a train from here to Flat Creek. It can't be done."

"Rankin took an orange drag from here to Flat Creek last night in a little over three hours." Willoughby stood up and put on his raincoat.

"Rankin isn't working," said DS.

"We have other engineers."

"Sure, but they don't have either his guts or ability, especially the ones at this end of the line tonight."

"Somebody has to do it." Willoughby was heading for the office door. "You clear the track order your train crew and get the fastest engine in the roundhouse. I'll run over to the office and talk to the master mechanic."

"Hardnose" Smith was master mechanic. He had hit the ceiling that morning when his clerk had told him the operating department had taken the best eagle-eye he ever had out of service. He had rushed over to the superintendent's office to file a personal protest; but Willoughby was gone.

The super had jumped into his coupé and drove to the roundhouse. Hardnose had shut up the office and gone home; but having heard the hot news from Flat Creek, hurried back. He was just switching on the office light when Willoughby drove up. Willoughby lost no time in shoving the message at him. The motive power man read the message and shoved it back.

"What do you want me to do?"

"Which engineer can run that stuff down to Flat Creek?"

"In two hours?" The M.M. arched his heavy, close-knit brows.

"We've got more than that. The dispatcher figured he'd have the train ready to leave by 9:30. That will give us two hours and a half, and maybe a few minutes more."

"That's a big job, Mr. Willoughby."

"I know it, Mr. Smith, but you should have somebody here who could do it."

"We used to have four engineers on this district whom we could bank on for emergency runs."

"Where are they now?"

The motive power man held out his left hand with four digits extended and checked them off.

"Riggs." Hardnose touched the stubby little finger of his left hand with the stubby fore one of his right. "On the big hook, cleaning up the Green River wreck. Then there's Hank Jones, on a work train hauling rocks to Flat Creek. And Stormy Jackson; he's in the Rocky Mountains fishing for trout. And Speed Rankin?"

"I fired him this morning."

"I heard you did, Mr. Willoughby. Maybe this would be a good excuse to put him back to work."

"Who wants to put him back?"

"I thought maybe you might, after you had time to cool off and think things over. You can't fire an engineer for wrecking a train in a hole he didn't know was there."

"I didn't fire him for wrecking his train, Mr. Smith. I fired him for running at excessive speed and going on short time against a passenger train."

"I doubt if you'll tie a can to Rankin and make it stick. He's been wheeling freight here for nearly twenty years and, so far as I know, never had a wheel on the ground till last night."

WILLOUGHBY looked down his nose and chewed his fingernails, a thing he hadn't done since he was a kid in knee pants. "I couldn't ask him to take a train out of here tonight after the way he talked to me in the office this morning. I'd be the laughing stock of the whole division."

"Then, Mr. Willoughby, I'm afraid your Flat Creek will head for the Gulf of Mexico about two a.m., because there ain't another hoghead in this burg tonight who can make that run under three hours."

"Could Rankin make it?"

"Yes, if anybody can."

"Do you think he'd take the call and go?" the super asked meekly.

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"The G&P has six miles of track under levee. Speed owes a lot to the G&P. If that wouldn't build a fire under him, I don't know what would."

"Then let's hunt him up."

They run out of the office, jumped into the super's coupé, and raced to the hotel where Speed was staying.

The hogger had his radio tuned in on a news broadcast, but turned it off when they came in. Willoughby explained hastily what the situation was down there, and asked Speed if he'd go back to work and take out the special.

"Don't you have any other engineers on this pike?" Speed asked.

"Apparently none fast enough."

"I'm not sure I could make it, Willoughby." He was deadly serious. "I'm not sure anybody could make it with the track in the shape it's in tonight. In fact, I don't even care to try."

The superintendent threw out his hands in a helpless gesture and turned toward the door. The master mechanic stopped him.

"Rankin," he said to the engineer, "if that levee goes out down there, the G&P will lose every foot of track it has in Flat Creek bend."

"Then the G&P can rebuild it."

"What about the shacks in Rankin Row? Can the poor devils who own them rebuild them? Their folks won't have a pot to cook in nor a stove to heat it on."

"Okay."

The runner came up out of his chair and put on clean shorts and shirt. The officials waited for him to dress so they could drive him to the roundhouse.

"What engine have you got lined up for me?" Speed asked.

"I've ordered the 1542."

The 1542 was a new passenger engine, bought to pull the *Texas Hotshot*. She was trimmed in gilt and had four brass horns where whistles used to be.

Speed was fitting a clean bandana into his jumper collar to keep out the rain and cinders. "That Atlantic type," he said, "is rated 120 miles an hour, with a cruising speed of 100, but her rating is for a straight track and no slow orders."

Later, Speed coupled the 1542 into two cars of wire, a car of burlap bags, and the superintendent's business car, Three-Fingered Jim brought out the flimsies.

Among them were seven slow orders. Every one told him to "reduce speed to ten miles per hour," right down at the foot of a long steep hill, where he couldn't get a run up it to save his soul.

"I hope you get your belly full of fast running this time," the old skipper commented.

Willoughly had come into the deck with water streaming off his raincoat. He asked if Speed was ready.

"All set when I get my brake report, and he's coming with it now. You birds had better get your carcasses back there on the hind end, because I'm going to leave here fast and I don't aim to stop at the depot for you to get on."

THE CONDUCTOR backed down the engine steps and ran toward the rear. Willoughby stayed in the deck. When Speed looked around after the air inspector had handed up the report, the super had pulled off his overcoat and was looking for a place to put it.

"What do you think you're going to do?" Speed barked.

"I'm riding this engine."

Speed left town at 9:35 with right over everything and no schedule. On that kind of an order, no other train dared so much as stick its nose through a mainline switch until he had gone. There were water and oil in the tank

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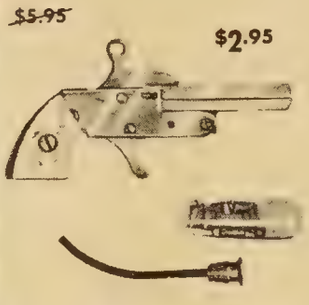

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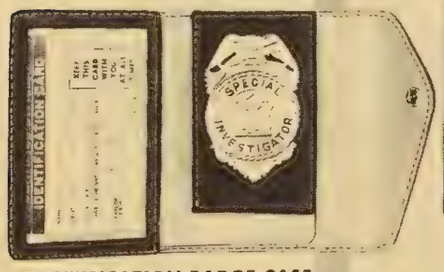

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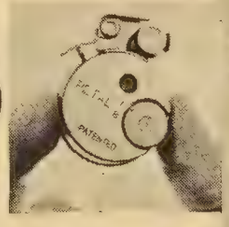

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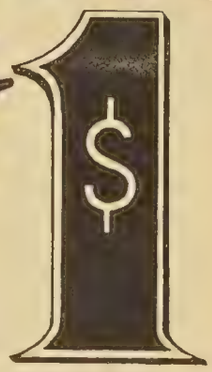

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BASIC COVERAGE RATES

EACH PERSON Age	Monthly	3 Mos.	6 Mos.	12 Mos.
18 to 39	$1.50	$ 4.35	$ 8.55	$16.45
40 to 49	2.00	5.80	11.40	21.90
50 to 54	2.50	7.25	14.25	27.40
55 to 59	3.00	8.70	17.10	32.85
60 to 64	3.50	10.15	19.95	38.35
65 to 69	4.00	11.60	22.80	43.80
70 to 75	7.10	20.60	40.45	77.50
For Each Child Under Age 18	.75	2.20	4.30	8.25

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If you don't agree that this policy is the finest there is, just return it within 10 days and receive your dollar back. What could be fairer . . . more honest? You examine this policy carefully. No salesmen will call. We want you to be completely satisfied. There is absolutely no risk.

Don't let prolonged hospital expenses rob you of your life's savings. Hospitalization expenses now are at an all time high. Since sickness or accidents come when least expected, you owe it to yourself and your family to be protected with Service Life's new, low-cost hospital plan! This sensible plan protects your savings, gives you peace of mind, the extra money you need *just when you need it the most.*

This policy helps you afford the best care . . . the kind that assures a fast return to good health. You may choose your own Doctor of Medicine and enter any hospital equipped for major surgery and providing 24 hour nursing service.

Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating 30 days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating six months after the policy date.

The policy provides a full 31 day grace period. You may renew this policy to age 75 with the consent of the company. THESE ARE THE ONLY EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

WHY THIS SPECIAL OFFER IS MADE

Because we employ no salesmen and pay no commissions, we use this means to acquaint you with the tremendous premium savings you get with this policy. It costs a great deal more than $1.00 to issue this SPECIAL GET-ACQUAINTED POLICY, but we're willing to risk this initial expense to put the policy in your hands so you can see for yourself how good it is and that you will want to keep it in force.

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WHY CLAIMS ARE PAID FAST

Because you deal direct, your claims are processed fast. There are no adjusters or district offices for claims to pass through, which could result in loss of time . . . *just when you need extra money the most, and fast.* To file a claim, just notify us in writing and claim blanks are sent by return mail, with easy-to-fill instructions. Thus you can get fast action no matter where you live!

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THE SERVICE LIFE INSURANCE COMPANY OF OMAHA Dept. E-314, 1904 Farnam St., Omaha 2, Nebraska

Gentlemen — I am enclosing $1.00 in payment for two (2) months' insurance and I hereby apply to The Service Life Insurance Company of Omaha, for a Family Hospitalization policy for myself and for my dependents, if any, whose names appear below:

Full Name of Applicant _____ Sex ____

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Applications for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR	HEIGHT	WEIGHT	SEX
1.						
2.						
3.						
4.						
5.						

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____
2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes ____ No ____ If the answer is yes, please give details _____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application. **I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.**

Dated this ____ Day of _____ 19 ____

SIGNATURE _____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical/Medical Expense Rider [ ] Maternity Benefit Rider [ ] Loss of Wages Rider [ ]

to take him through to Flat Creek, and there wasn't a thing in the way except curves and hills.

There were plenty of them. After he left the upland prairie twenty miles east of Center, there were not half a dozen places in 105 miles where an engineer could look straight back along a ten-car freight train and see the markers on his waycar. That first twenty miles was straight as a die.

He lifted the air reverse until it stood almost straight up and fed all the steam his cylinders would use. Before he was by the yard limit, the seven-foot drivers were rolling over the iron at 88 feet a second.

Willoughby laid his raincoat on the shelf, set the tool kit on one edge of it to hold it down, and stood in the deck at Speed's left elbow. The fireman tinkered with the oil feed and the water pump, and kept a weather eye on the steam gage which stood always just under the 350 pounds at which the engine worked.

Both of them watched the needle on the speed indicator. It went up to 90, turned over to 95, and started on down the dial. When it passed 115 the fireman whistled a few bars of *Casey Jones* and sang aloud the one which runs, "We may make it but we'll all be dead."

As the indicator hand hovered over 120, threatening to go by it, Willoughby tapped the runner on the arm. "Is such excessive speed necessary?"

"You want this stuff in Flat Creek, don't you?"

"Yes, but—"

"I have to make miles while I can, Willoughby, because I sure can't in those hills and curves with slow orders on 'em."

Without touching either brake or throttle, he thrust his head out through the window and watched the twin ribbons of rain-covered steel.

He covered twenty miles in twelve minutes. The big engine was stepping along at two in one when he approached the hills and glimpsed the first yellow slow board standing upright beside the track. He was running too fast to distinguish the black figures on it, but he knew they read "50-30," which is railroad shorthand for: "Passenger trains reduce speed to fifty miles per hour, freight trains thirty."

He sloughed some air. The speed indicator lagged, but it did not go down to 50. There was a good margin of safety on those slow boards. He shaved the margin. When he was rolling at a mile in one, he released the brakes.

THE ENGINE had been running as level as a floor on the long, straight tangent; but when she went into the curves with the nose pointing first one way then the other, she began to sway like a treetop in a wind. The super held onto the cab frame. The fireman braced his feet against the boiler head.

The engineer kept his eye on the track. Maybe the storm was going to break by the turn of the night, but it would have to break fast. The clouds were pouring a deluge. Sheet after sheet of lightning lit the sky, and ominous thunder carried the overtone for the blare of the exhaust. The frequent blast of the musical horns called a crossing signal while the clang of the scooping apron fanning the steel floor.

He covered the next seven miles in seven minutes. The curves became sharper, the tangents shorter as drove deeper into the hills. Another slow board was coming up out of the rain with the lightning playing over it. The figures on it read "40-25"; Rankin eased off to fifty.

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- ☐ 42 **MITZI,** dark eyed Cherie
- ☐ 43 **EXOTIC BONGO DANCE,** Doeree
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- ☐ 51 **MAN TRAP,** Bedroom Comedy
- ☐ 53 **KATHY MARLOWE** Models Bikinis
- ☐ 84 **TANYA** Models Lingerie
- ☐ 94 **TASSELL HASSEL,** 5 Star Film
- ☐ 124 **CHOENDELLE,** At The Zomba
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- ☐ 64 **"WOMEN OF BALI"**
- ☐ 82 Kalantan in **"BUDDHA DANCE"**
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- ☐ 191 **IRIS BRISTOL,** Where's My Hat?
- ☐ 102 Sheree North in **"EXOTIC DANCER"**
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- ☐ 127 Tempest Storm **"DESERT DANCE"**
- ☐ 129 Sheree North **"WASTE BASKET BLUES"**
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- ☐ 89 Jan **"MODELS LINGERIE"**
- ☐ 121 Sheree North in **"CAN CAN"**
- ☐ 122 **"THE SULTANS FAVORITE DANCER"**
- ☐ 106 Dee Millo & Carol Jayne **"SPIDER DANCE"**
- ☐ 110 **ILLONA** at the Zomba
- ☐ 120 **SCREEN TEST,** Sheree North
- ☐ 142 **MAN TROUBLE,** Girls Frolicing
- ☐ 167 **GIRL IN THE GILDED CAGE**
- ☐ 176 **SLEEPY TIME GAL,** Dixie Evans
- ☐ 188 Betty Howard, **"BIG BLUE EYES"**
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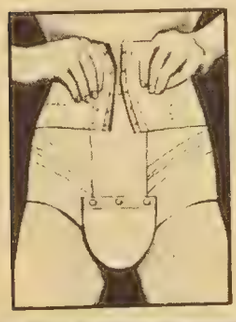

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The gilded nose of the 1542 was now pointing down into the valley of the Little Niagara, where the track crossed it just above the old dam. "Reduce speed to ten miles per hour. . ."

When the warning light showed by the right side of the track, he sloughed and reduced speed to fifteen. At fifteen the engine hit the bridge and rolled across without a wobble. Speed tried to pick up speed and scramble out, but the rail was slick. The drivers slipped. He never got them rolling above thirty until he had topped the hill. He had used eleven minutes on 4.2 miles. That was too much.

The superintendent was frowning at his watch. "We'll never make it at this rate."

"The only way we can make it is to run these slow orders," Speed called back.

Willoughby didn't say anything. Rankin tried the next bridge at twenty-five. There was a hole in the track on the outside of a sharp curve. Speed felt the track give as he went into it. The engine leaned over left. The fence post on the right pointed up through the cab window. The toolbox slid off the shelf and took a nose dive for the right-of-way with the super's raincoat flying after.

Willoughby turned loose his hold and tried to catch it. A sudden reverse of direction as the cab tilted right tossed him back headfirst into the engineer's stomach.

Rankin grabbed him by the coat collar and stood him right end up. "Stand there and hold on!"

That was the worst hole they hit out it was not the last one. Four times during the next seventy miles, they lurched around curves with the fence posts pointing up through one cab window, the rain falling down through the other.

It was 2:02 when he stopped in front of Flat Creek station Every man, woman, and child who could carry a load was working on the levee.

A shout went up when Speed brought in his train. The moment the wheels stopped rolling the railroad men and volunteer workers took over. Some went breaking out woven wire and wire with barbs. Others tore open bundles of sacks and distributed them to those who would fill them with stand, carry them to the top, and fit them into place.

All that night the fight went on. Men watched anxiously as water from the broken dam raised the river higher than any living man had ever seen it. When the pale morning sunlight showed through the mist, the danger was gone.

Two versions of that night have grown up around Flat Creek. If you ask those from the high side about it, nine out of ten will tell you that their favorite son, Steve Willoughby, saved the town. Some even describe him as standing at the runner's elbow and forcing him to bring the train through in time.

In Rankin Row, the sentiment is unanimous. Never in a hundred years could you make those ragged kids, who stand waiting beside the track when they hear his familiar whistle blast, believe that anyone except Speed Rankin had a thing in the world to do with it. ●

Mail Car

(Continued from page 10)

CANADIAN NATIONAL'S Turcot Yards, from which about 3,000 steam locomotives per month were dispatched until a few years ago, is now dreary and weed-grown. Its once-great roundhouse, built by the Grank Trunk in 1905, has sagging, broken roofs. The only engines in sight are two lonely steamers waiting to be dismembered. This roundhouse used to service not merely the CNR but also steam power belonging to such roads as the D&H, Rutland, B&M, and Quebec, Montreal & Southern Counties. The tracks leading into and out of it were once described as "the busiest rail line in Canada." Today they're deserted; the rusty turntable couldn't move even a handcar. ●

ALICE BOARDMAN, nurse at the hospital near Great Longstone in Derbyshire, England, is a very special person. So says British Railways. BR recently closed its Great Longstone station as an economy measure but still stops a train there regularly to pick up at lone passenger, Nurse Boardman. Nobody else is allowed to board the train there. This ruling brought angry protests from mothers of two schoolgirls who also want to use it. Asked why the girls can't ride that train, a BR spokesman said: "To do this would be tantamount to reopening the station, thus foregoing the necessary economies we're making."

Many years ago, after Kate Shelley had saved a Chicago & North Western limited from plunging off a broken bridge, C&NW passenger trains would make special stops at her trackside home near Boone, Iowa, every time Kate wanted to get on or off. Even today, all American trains rolling through desert areas are required by law to stop for anyone who flags them to get a drink of water. We do not know of any U. S. railroad station used by only one passenger. ●

SEX FACTS FOR MARRIED COUPLES

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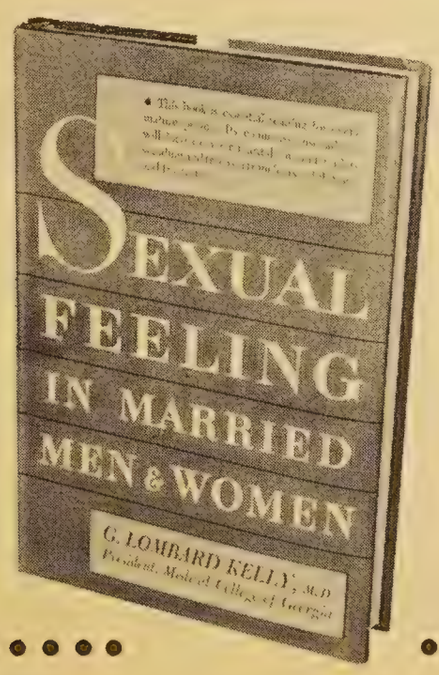
Doctor G. Lombard Kelly's outstanding guide to intimate marital harmony, Sexual Feeling in Married Men and Women. Written primarily for married persons, it is also invaluable to those about to be married, for all research on the subject reveals the great need for proper sex instruction before marriage, if a couple expects to achieve, and maintain, completely satisfactory marital relations.



Doctor Kelly's Book is Especially Valuable for Three Reasons

(1) It covers the entire subject of sex in marriage—the male reproductive organs, the female reproductive organs, sex impulse in men compared to sex impulse in women, average male organ size, masturbation in and out of marriage, sterility, fertility, impotence, childbirth, aids to intromission, factors determining frequency of sexual intercourse, popular coital positions (with special advantages and disadvantages), facts and fallacies about the climax (for both male and female), sex hygiene, change of life, pregnancy, etc.;

(2) It abounds in important pieces of information generally overlooked, even in more expensive books—enlarging the male organ to a maximum, the wife's assistance in overcoming semi-impotence, an excellent glossary, eliminating the problems caused by over-sized and under-sized husbands, erotic fears of wives, solving the problems posed by menstruation, problems of the sexually frustrated wife (with case histories), the wife's part in sexual activities, etc.;

(3) Its original drawings. These include not only the male and female reproductive organs, both internal and external, but specially-drawn illustrations depicting the correct and incorrect methods of intromission (with and without penile-clitoral contact). Only by being familiar with these extremely important drawings, available in no other manual, can a husband be assured of the correct approach. Wives will also benefit from a more complete understanding of how intromission is accomplished.

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Not Listed in The Official Guide

by Elliott Kahn

SINCE August '62 we have been serializing a list of nearly 3,000 railroads not mentioned in *The Official Guide*. They are mostly industrial lines.

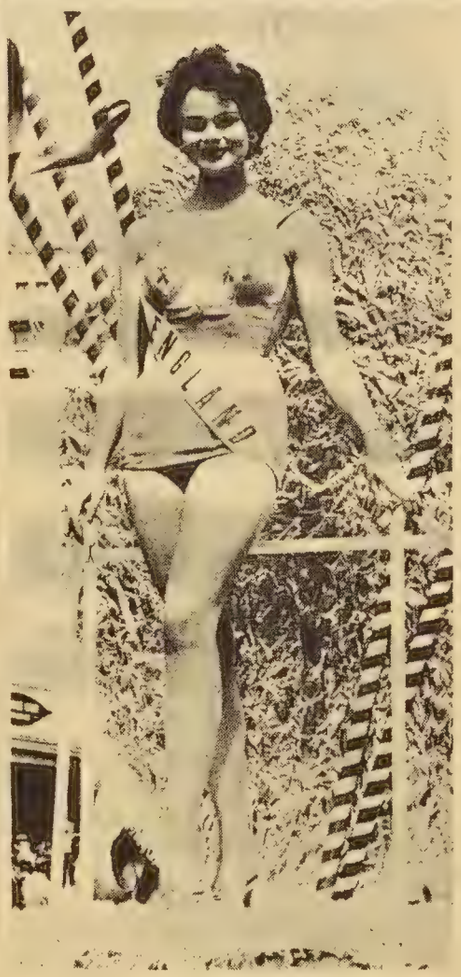
All wheel arrangements (0-6-0, etc.) specify steam power unless otherwise noted. To save space we omit Co., Corp., and Inc. from most corporation titles. Also, we use these abbreviations: *AFB* (Air Force Base), *CLC* (Canadian Locomotive Co.), *des* (diesel-electric switcher or switchers), *Comm.* (Commission), *Consol.* (Consolidated), *DH* (diesel-hydraulic), *DM* (diesel-mechanical), *elec.* (electric), *F-M* (Fairbanks-Morse), *GE* (General Electric), *GM* (General Motors), *hp* (horsepower), *loco* (locomotive), *MLW* (Montreal Locomotive Works), *n.g.* (narrow gage), *Ply.* (Plymouth), *std.* (standard), and *Whit.* (Whitcomb).

Your compiler (75-48 183rd Street, Flushing 66, N.Y.) appreciates additions and corrections from readers.

West Virginia (Continued)

Hull (Tazewell)—Darr Red Ash Coal, shuttle cars, mine cars, 48" gage.
Hutchison—Jewell Eagle Coal, locos, mine cars, 48" gage.
Huntington—ACF Industries, one GE 300-hp des, cars.
Itman—Consolidation Coal (Pocohontas Fuel Div.), 5 mainline locos, 17 gathering locos, 32 shuttle cars, 1250 steel mine cars, 44" gage.
James (Bosco)—Central Pocohontas Mining, shuttle cars.
Jeffrey—Spruce River Coal, 2 trolley locos, 4 shuttle cars, 20 mine cars, 44" gage.
Jefferson County (Charlestown)—Jones & Laughlin Steel, ?
Jerryville—Cherry River Boom & Lumber, 2 GE 600-hp des, cars.
Johnson's Run (Cowen) William's River Coal 4 trolley locos, 8 shuttle cars, 202 mine cars, 44" gage.
Jonben Republic Steel locos. & steel mine cars 44" gage.
Kayford Oglebay Norton (No. 6 mine), 4 shuttle cars, 50 steel mine cars, 44" gage and (No. 12 mine), shuttle cars.
Kaymoor (Garten)—New River & Pocohontas Consol. Coal, 44" gage.
Kelly (Amherstdale)—Island Creek Coal, 12 locos, 10 shuttle cars, 850 steel mine cars, 48" gage.
Kenova—Island Creek Coal, one GE 600-hp des.
Kermit—Burning Springs Collieries, 4 trolley locos, 4 shuttle cars, 50 steel mine cars, 42" gage.
Kimberling—S.B.&O. Coal, 5 miles, 7 trolley locos, shuttle cars, 128 drop-bottom mine cars, 42" gage.
Kingston (Westerly)—Mary Francis Coal, locos, shuttle and mine cars.
Kingwood—Houck Riedler Bros, Coal Mining, 5 locos, 135 mine cars, 42" gage; Shatzer Coal, one loco, 20 mine cars, 36" gage; Sandy Creek Fuel, 25 locos, 2 shuttle cars, several hundred mine cars, 42" gage.
Kopperston—Eastern Gas & Fuel Associates (Kopperston No. 1 Mine), 25 trolley locos, 9 shuttle cars, 609 steel mine cars; Eastern Gas & Fuel Associates (Kopperston No. 2 Mine), 14 trolley locos, 30 shuttle cars, 356 steel mine cars.
Lawbar (Buckhannon)—Queen Bros. Coal, 4 locos, 200 mine cars.
Layland—New River & Pocohontas Consol. Coal, 44" gage.
Lillybrook—Lillybrook Coal, 8 locos, 6 shuttle cars, 500 mine cars, 44" gage.
Logan—Appalachin Power, ?; J. T. Fish, various gages.
Lorado—Lorado Coal Mining, 2 locos, 9 shuttle cars, 29 steel mines cars.
Lundale—Amberst Coal (Lundale No. 1 Mine) trolly locos, shuttle cars, mine cars 44" gage.
Lundale—Amherst Coal (Lundale No. 2 Mine), 3 shuttle cars.
Lyburn—Lyburn Mines, 5 trolley locos, 60 steel mine cars, 30 wooden mine cars, 44" gage.
Lynco—Crozer Coal & Land, 7 locos, 450 mine cars, 48" gage.
Maidsville (Morgantown)—Maiden Mining, 2 shuttle cars.
Mammoth—North American Coal, 12 shuttle cars.
Marfork—Oglebay Norton, 14 trolley locos, 10 shuttle cars, 350 steel mine cars, 42" gage.
Marlinton—International Shoe, Whitcomb 0-4-0 diesel.
Marmet—Fields Creek Coal, shuttle cars.
Marnie—Youghiogheny & Ohio Coal, trolley locos, mine cars.
Martinsburg—Standard Lime & Cement, ?
Mason (Kaylong)—Lieving Coal, loco, 45 mine cars, 38" gage.
Masontown—Omega Mining, 5 locos, 125 mine cars, 42" gage.
McAlpin—Winding Gulf Coals, locos, mine cars.
McComas—Consol. Coal (Pocohontas Fuel Div.), 13 trolley locos, 12 shuttle cars, 900 wooden mine cars, 44" and 48" gages.
Matooka—Cliff Coal, locos, mine cars, 44" gage.
Meadowbrook (Spelter)—Maureen Coal, 2 locos, 270 minecars, 42" gage.
Mellville (Strollings)—Jewell Eagle Coal, shuttle and mine cars, 44" gage.
Millburn—Miburn Colliery, 6 locos, 6 shuttle cars, 75 mine cars.
Minden—New River & Pocohontas Consol. Coal, 42" gage.
Mohegan (Premier)—W.B. Swope Coal, shuttle cars.
Monclo (Sharples)—Boone County Coal (Boone No. 2 Mine), 14 trolley locos, 400 steel mine cars.
Monclo—Boone County Coal (Boone No. 5 Mine), 14 shuttle cars.
Montcoal—Armco Steel (Montcoal No. 1 Mine), 10 miles, 8 trolley locos, 12 shuttle cars, 400 steel mine cars, 250 composite mine cars, 42" gage.
Montcoal—Armco Steel (No. 7 Mine), 4 locos, 5 shuttle cars, 75 mine cars, 42" gage.
Montgomery—Central Appalachian Coal, locos, shuttle and mine cars, 42" gage.
Morgantown—Karen Coal, locos, mine cars; Monover Corp., 4 locos, 30 mine cars, 42" gage.
Morgantown—Olin Mathieson Chemical ?
Moundsville—Consol. Coal (Hanna Coal Div.), 24 shuttle cars; Valley Camp Coal, 13 trolley locos, 15 shuttle cars, 300 steel mine cars, 36" gage.
Munson—United States Steel, ?
National (Morgantown)—National Coals, trolley locos, shuttle and 250 cars, 44" gage.
Nolan (Williamson)—Southern Coal, loco, 40 mine cars; Winifrede Coal, loco, 25 mine cars, 28" gage.
Notomine—Carron Fuel, locos, shuttle and mine cars.
Northfork (Gilliam)—Arlington Pocohontas Coal, 10 locos, 250 mine cars, 44" gage.
Northfork—Ashland Mining, trolley locos, shuttle cars, 275 mine cars, 48" gage. Island Creek Coal, 4 locos, shuttle cars, 300 mine cars, 48" gage.
Omar—Omar Mining, 27 trolley locos, 10 shuttle cars, 600 steel mine cars, 48" gage.
Osage—Christopher Coal, 10 trolley locos, 12 shuttle cars, mine cars.
Otsego—Oglebay Norton, 6 locos, 50 mine cars.
Ottawa—Clothier Coal, 2 locos, 65 mine cars.
Overfield (Clarksburg)—Knight Coal, 5 shuttle cars, 40 mine cars, 42" gage.
Owings—Consol. Coal (Mountaineer Coal Div.), 6 trolley locos, 12 shuttle cars, 245 mine cars, 42" gage.

Continued in next issue



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RAILROAD HOBBY CLUB

by Sy Reich

THE OTHER DAY an old friend, Warren B. Crater, dropped into our office to tell us about his forthcoming new book and we got talking about the common practice of copying prints and selling them without permission. Warren is a photographer and engine-picture collector as well as a Jersey Central engineman.

Sy Reich

"That practice is piracy," he said, "and causes much hard feeling in the engine-picture fraternity. However, many of us are equipped to copy photos, as are most professional camera men and usually for the same reason—to preserve fading photos or to make available old prints of unknown vintage —and this is beneficial.

"Disastrous fires in the plants and offices of several locomotive builders have destroyed valuable files of builders' pictures. Some pix were replaced subsequently by copies of prints which the builder had furnished some time before to railroad companies and individual collectors. I have several Baldwin photos which were replaced this way after a fire in 1910. In fact, I published several in my first book, *Locomotives of the New Jersey Central*, now out of print, and am using others in my next book, *New Jersey Central Album*.

"Now and then when an old house is sold, rare photos turn up in the attic. Other pictures from way back are found in the possession of retired railroad employees. Sometimes their origin is unknown. Too often they are faded. It is essential to copy them promptly to recapture and preserve whatever is left of such pictures. In a few cases the new negatives produce prints equal to what the originals had once been. I have acquired some good engine pictures in this manner, including the only known photos of certain locomotives or classes. One example is No. 1 of the old Freehold & New York, another is a six-foot-gage 4-4-0 of the Jersey Central.

"Many really old negatives are well-preserved glass plates. Since glass is fragile, these should be copied on film and the plates stored in a safe dry place for emergency use. Numerous postcard and 5x7 negatives in my collection came from glass plates made by the late Arthur Owen. For years Arthur and I duplicated and traded, bearing in mind the possibility of destruction by fire or otherwise.

"Other collectors work similarly in pairs or groups. Under this arrangement, prints from all negatives, whether originals or copies, are supplied to each partner. Should one lot be lost, it could be duplicated from the other collection.

"Death of a collector also must be considered. Often rare photos are destroyed and lost forever because widows and executors cannot readily convert them into cash. A recent death comes to mind. We had to do some fast work, almost the equivalent of ambulance chasing, plus digging up ready cash, to prevent a bonfire. Some engine-picture collections have been sold or willed to institutions or individual hobbyists and have thus been kept in order and made available to historians, editors, collectors, and so on."

Warren Crater, who lives at 270 W. Colfax Ave., Roselle Park, N.J., is nearly ready to go to press with his *New Jersey Central Album*. It will contain about 80 pages, 8½x11", some 180 photos of locomotives, trains, cars, boats, and structures, and detailed facts on construction and the acquisition of component lines as well as stories of trains and services. Pre-publication price is $2.50 until Oct. 1, or $3.25 thereafter.

The Steam Parade

Old 2-spot of the Rayonier, Inc., stable of retired steam locos at Hoquiam, Wash., has been sent to Marquette, Mich., to begin a new career. The 70-ton Baldwin 2-8-2 was reconditioned to pull an excursion train in the summer and haul iron ore in the winter. Built in 1912, she was sold first to the former Northwest Logging Co. of Grays Harbor, Wash., then to Rayonier when it bought the logging interests in that area. Newest owner is Grand Travers Northern Corp. of Lansing, Mich.

Another Rayonier steamer, No. 90, went to Tillamook, Ore., with a third one, No. 70, going to Puget Sound Ry. Historical Society at its Issaquah, Wash., outdoor museum. This info. comes from Walt Thayer.

The Sugarloaf Narrow Gauge Railroad Co., which proposes to run a steam line 5 miles long and 2 feet wide on some roadbed of the abandoned Sandy River & Rangeley Lakes (America's longest two-footer) has been incorporated. Its promoters are raising money to start building as soon as possible. It will be a tourist attraction running between Jerusalem and Crockertown, Maine. Bill Rafter told us.

Replica of gasburning box headlight from the old Central Pacific engine *C. P. Huntington* has been installed on

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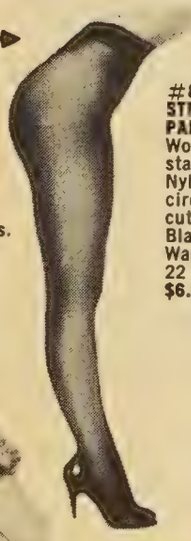

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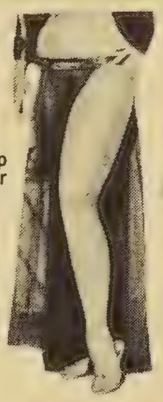

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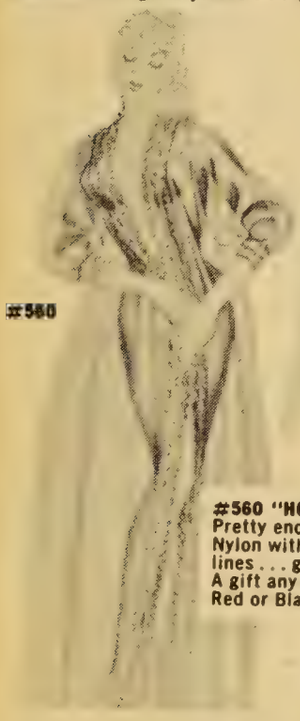

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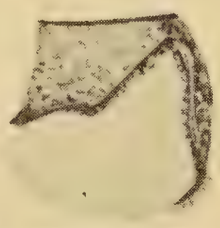

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Brief G-string panty. Nylon Lace over sheer Nylon . . . lacy trim. In All-Black or Red with Black Lace. Waist sizes: 22 to 30 inches. **$2.98**
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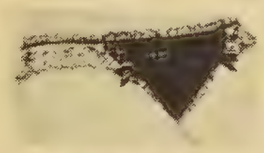

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Dept. 1911, 6311 Yucca St., Hollywood 28, Calif.

Casey Jones's last locomotive, the Illinois Central 382, in the Casey Jones Museum at Jackson, Tenn.

Legal details being completed, construction of a new steam railroad is expected to begin soon near Harrison, Ark., reports Clifton Hull, 203 E. 16th St., North Little Rock, Ark. Rails for freight hawling will be laid on the abandoned Arkansas & Ozarks, with tourists later as a side line.

Commenting bitterly on the fate of nearly all of the 32 steam engines of the late Paulsen Spence's Louisiana Eastern, Wilbur T. Golson writes in *Voice of the Rails*: "Spence's heirs and stockholders tried to sell those engines to users, either to run or display. From far and near came interested folks, but not one, except a representative of the Strasburg Railroad, would put up the $300 needed to hold an engine from the torches. Baton Rouge's park inspector picked out No. 17 for a park. He also failed to make a deposit; No. 17 was eventually scrapped with the rest." (*Voice of the Rails* is an 8-page, illustrated, mimeographed monthly, 8½x 11", edited and published for railfans by Jeffrey D. Clack, Box 653, Wheatland, Wyo.)

Steam trips on first and third Saturday in September at Warehouse Point, Conn., with 0-4-0 saddle-tanker from Hartford Electric Light Co.

Henry Ritchie, curator of City Historical Society, City Hall, Schenectady, N.Y. makes steam loco prints at about 30¢ each from Alco builder's negs. prior to 1926. Mention name of railroad.

Steamtown USA at Bellows Falls, Vt., operates 20-mile steam excursions on all week-ends through October, with diner-lounge on every run; 25 locos on view. Write Steamtown USA for info.

Sam T. Sunter, 5036 Sunrise Terr., Victoria, B.C., Canada, builder and operator of live steamers on Model Railway at Matticks Farm, Victoria, wants to meet steam fans; will give anyone a free ride.

Coming in Next Issue

"Altoona-Built Locomotives," by Bill Gorman; "A Bankrupt Road Makes Its Dining Cars Pay," by Mike Bennett; current rosters of Canadian National and Kansas City Southern Lines, compiled by Sy Reich—in December issue, out October 2nd.

Climax or Heisler woodburner hauling ex-B&M work car, remodeled to carry passengers, operates week-ends Sept. and Oct. on White Mt. Central RR. at Clark's Trading Post, Rte. 3, North Woodstock, N.H. Rail and trolley equipment are on display.

Action 4-color-pix of the *General*, Civil War engine, 11x14", suitable for framing, may be obtained at 25¢ each from Louisville & Nashville Railroad, Advertising & Publications Dept., P.O. Box 1198, Louisville, Ky.

Wilmington & Northern 0-6-0 Camelback No. 9, pictured in June '63 Railroad Magazine, page 33, was built by Baldwin in '87, acquired by Philadelphia & Reading in 1900 as No. 1309. P&R did not classify her because she was not a standard engine built on order for P&R. She had 17x24" cylinders, 50" drivers, and weighed 80,000 pounds. Incidentally, the last 0-6-0 Camelback built for *any* railroad was P&R's 1397, Class B-8b, built in their own shops in 1921, scrapped in mid-1940's. These notes come from Warren D. Stowman, 2011 W. Godfrey Ave., Philadelphia 38, Pa.

After firing work trains, and operating interurban cars and MU's on the now-abandoned Atlanta Northern and on Stone Mountain Ry., Tom Battle is running a coal-fired 4-4-0 on week-ends all year round at Six Gun Territory, a 250-acre tourist attraction in Florida near Silver Springs, east of Ocala. The 36"-gage railroad extends 2 miles to a Western-type ghost town with gas-lighted streets.

The Bevier & Southern has just disposed of two steam locos, selling No. 109 to F. Nelson Blount for use on the Monadnock, Steamtown & Northern and giving No. 112 to the City of Bevier, Mo., for display in a city park, reports David A. Myers, Jr., curator of transportation history, Lake County Museum of History, Wadsworth, Ill.

Great Northern has two S-2 steam locos but no definite plan for them.

NKP has just scrapped its Berkshires (2-8-4's) at Canton (Ohio) Iron & Metal Works, laments Bob Vensel, who saw Nos. 700 and 701 there recently.

One of the last steam holdouts, the Brooklyn Eastern District Terminal Railroad in New York, may be all-diesel by the time you read this item. Its steam power is for sale, according to Robt. Carlson.

No. 6021 may have been the last Canadian National steam engine used in regular service in Ontario but was not the last steamer to operate in that province, reports Warren L. Frost. The CNR had stand-by power fired up until June '59. Canadian Pacific had steam in regular service in Ontario until April '60 and operated steam fantrips the following month. The 6061, pictured in our April issue, was scrapped in 1960 at London, Ontario.

Three Canadian steam locos which have escaped the torch thus far (and maybe permanently) are CNR 2-8-0 No. 2164 and CPR 4-6-2 No. 2341 and 4-6-4 No. 2850, according to Wm. McCallum. ●

Coming Events

Aug. 23-Sept. 4: Tour Northwest and Canada by rail, steamboat, even ride behind a Climax. Write to Caribou County Special, Western Pacific Bldg., 526 Mission St., San Francisco 5, Calif.

Aug. 29-Sept. 15: Two private rr. cars will run Chicago to Denver for convention of National Railway Historical Society, then visit Carlsbad Caverns, Mexico City, etc., to explore steam operations and sight-see. Fare, about $260 (upper), $300 (lower). Contact Illini Railroad Club, P.O. Box 62, Champaign, Ill.

Aug. 26-Sept. 7: Special train from Iowa to NRHS convention in Denver, 4200 miles by rail, 2155 behind steam, 300 narrow-gage. Fare, $199.95 up. Contact Iowa Chapter, NRHS, 820 Daniels St., N.E., Cedar Rapids, Ia.

Aug. 30-Sept. 2: NRHS national convention at Denver; headquarters Brown Palace; steam trips scheduled. Contact Intermountain Chapter, NRHS, Box 921, Golden, Colo.

Sept. 1: LIRR rail-bus-boat trip across Long Island Sound to reconstructed 19th Century Whaling port at Mystic, Conn. Free brochures on all LIRR tours available by writing LIRR Tour Dept., Jamaica Station, Jamaica 35, N.Y.

Sept. 2-15: Fantrip, Canadian rys. and D&RGW narrow gauge, sponsored by Pacific Coast Chapter, R&LHS. Contact Arthur Lloyd, excursion director, 974 Pleasant Hill Rd., Redwood City, Calif.

Sept. 8: LIRR tour of Southampton and L.I. Automotive Museum via rail and oldtime autos.

Sept. 15: Excursion out of Milwaukee to visit Circus World Museum at Baraboo and Mid-Continent RR Museum at Freedom, Wis., via C&NW frt.-only line. Lv. Milwaukee about 10:15 a.m. DST. Fare, incl. box lunch, about $9. Museum admissions additional. For info. send stamped addressed env. to Russell Isebrandt, excursion chairman, NRHS, Wisconsin Chapter, 3714 N. 57th St., Milwaukee 16, Wis.

Sept. 15, Oct. 6, and Oct. 20: LIRR rail jaunt to Greenport and Montauk, incl. bus tour of Shelter Island, visits to Sag Harbor Whaling Museum, John Howard Payne's "Home, Sweet Home" in East Hampton, and Montauk Lighthouse.

Sept. 21-22: Two CNR steam excursions out of Windsor, Ont., with 4-8-4 No. 6167. All-day Saturday trip to London, Paris, Stratford; shorter Sunday trip to St. Thomas. For details send addressed U.S. stamped env. to Michigan RR. Club, 608 W. 11-Mile Rd., Royal Oak, Mich.

Sept. 21 and 29: LIRR tour of Old Westbury Gardens, "Teddy" Roosevelt's home at Oyster Bay, etc.

Sept. 22: Four-hr. LIRR train-bus-boat trip from New York to New London, Conn., by way of Orient Point.

Oct. 2: Next issue of Railroad Magazine, dated December, hits the news-stands.

Oct. 6: White Mt. trip sponsored by Railroad Enthusiasts, Portland Div., 240-mile fall-foliage circle tour from Portland on Grand Trunk to Groveton, N.H., then via Maine Central featuring Crawford Notch and back home. Fare before Sept. 1, adults $11, kids $5.50; after Sept. 1, adults $11.50, kids $5.75. For info. send self-addressed stamped env. to R. L. MacDonald, trip chairman, 1 India St., Portland, Me.

Nov. 1: Leave for South American guided rail tour. Contact Eldon Lucy, pres., Calif-Nevada RR. Society, 6421 Benevue Ave., Oakland 18, Calif.

Nov. 2-23: Bay Area Elec RR. Asso. sponsors 2-car private tour of Mexico from San Francisco and Los Angeles. Contact Dick Reynolds, tour manager, 1501 Fernside Blvd., Alameda, Calif. ●

SWITCH LIST

THESE items are published free and in good faith but without guarantee. Keep within 28 words, including your name and address. Use abbreviations such as *tts.* (timetable), *emp. tts.* (employees timetables) *b&w* (black and white), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* a long time before publication date. As this magazine hits the newsstands, our next department is already closed. Entries for Feb. issue (out Dec. 2) should reach us not later than Sept. 19, stating:

(1) sizes of pix, (2) whether steam, diesel, or what, (3) if list is available, (4) condition of books or magazines.

If you want pen pals, state your own special interests so that they will know what to write about.

Write each item plainly or pen-print or typewrite it on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items hard to read. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

"Chief of the Stormy Desert": Santa Fe railroading in the days of its greatest glory, reproduced from a new painting in Otto Kuhler's *Big Steam* series. The artist (R.F.D., Pine, Colo.) will sell a limited number of prints of this scene in brilliant color, 23½x19½", hand-signed, ideal for framing, $7.50 each (or $6.50, pre-publication price, if he receives the order before October 1).

Originals of the impressive full-color illustrations that Herb Mott made for Freeman Hubbard's latest book, *Great Trains of All Times*, each done in tempera, about 12x18", suitable for framing, may be bought from the artist at $35 apiece, postpaid. Only one of each. These 11 are still available.

Steam-powered pictures: Central of Georgia train *Nancy Hanks*, the SP *Sunset Limited*, Lincoln's funeral train, logging train pulled by Shay, the *Orient Express*, the British Railways' *Golden Arrow*, and early English *Rocket* on Manchester & Liverpool, world's first railway built from start to carry passengers. (*Rocket* picture shows stagecoach in background.)

Diesel-powered illustrations: Santa Fe *Super Chief*, Burlington *Zephyr*, *Freedom Train*, and the French *Mistral*.

Also available are originals of pen-and-ink drawings from same book, each about 4x5", at $5 each, postpaid—list on request or see your own copy of *Great Trains of All Time*—and the large original of Herb Mott's beautiful Northern Pacific steam-train poster, in color, used on Feb. '63 *Railroad Magazine* cover, $100, postpaid. Herb Mott's address is 871 Circle Ave., Franklin Lakes, N.J.

JOHN AARDEMA, 223 Slater St., Paterson, N.J., wants pix Hud. Riv. rr.-owned ferries, Ft. Lee ferry; state size, price.

RAY ALLEN, Box 3, Pittsburgh, Kan., will sell rare switch keys from big collection.

HOWARD AMELING, 807 Court St., Fremont, O., sells steam pix, 3½x5 and pc. to 8x10, NYC, NKP, W&LE, many others; list, sample, 10¢.

C. T. ANDREWS, 4231 SW 38th St., West Hollywood, Fla., sells 4x5, pc. steam pix LV, Rdg., CNJ, L&NE, D&H, shortlines; also stations; list.

JEFF ASAY, 19551 Calvert, Reseda, Calif., wants to meet fans, 16 or over, in nearby towns.

MRS. MARCIA AUGUR, 10 Augur Dr., Suffern, N.Y., has long list old rr. books for sale: 1921, '40, '46, Car Bldrs. Cyclo., $20 ea.; 1950-'52 Loco. Cyclo. $25 ea.; 1926 ed. Van Metre's "Trains, Tracks, Travel" $5; many others, mostly technical.

WM. BABCOCK, 1271 Ruberta Ave., Glendale, Calif., wants CERA Bulls. 98, 99, 101, 102; has few older Bulls., trade or sell.

WM. BISSINGER, 67 N. Emerson Ave., Copiogue, N.Y., sells steam pix, pic., 5x7, C&EI, RI, KCS, MP, Cot. Belt, SP&S. (SSE)

MRS. J. R. BOWATER, 301 Lincoln St., Franklin Square, N.Y., has 10 tts. to sell, all mid-1890's: T&P, GN, Mex. C, Mex. Intl., NdeM, Big 4, CofGa, Erie, NYC (two). Make offer.

JIM BUCKLEY, 2824 W. 28th St., Cicero, Ill., will sell various old issues Railroad Magazine; Trains; CERA Bulls. 84, 91, 95; tts. of 1930's.

RAY CEDER, 1825 Central Ave., Alameda, Calif., will buy 5x7 or 8x10 b&w pix subways, els, trolley lines, elec. commuter lines.

DON CLERMONT, Box 403, Plattsburgh, N.Y., sells b&w, color shots, any size; 35mm slides Rut., CNR, D&H, etc. (SSE) Wants Rut. tts.

J. D. CONRAD, 7700 N. Eastlake Tr., Chicago, Ill., wants numeral 3 from a GTW, CNR, or CV number plate.

D. E. CRAWFORD, 2516 Collingwood, Saginaw, Mich., will sell Flint & PM annual reports '86, '91, '92, '94, '95, '97, good cond., $1 ea.

JIM CUNNINGHAM, 185 W. Brentwood, Detroit, Mich., buys orig. steam negs., 116 or larger, NC&StL, L&N, ACL, Sou., FEC.

KEV CUNNINGHAM, 113 New York Ave., Bergenfield, N.J., buys tts., pix, histories, etc., NYWS&B, West Shore. Answers all mail.

GLENN DAVIS, RFD 4, Newark, O., sells various sizes B&O steam negs., $1 and up; list 10¢. (SSE)

KEN DETAMORE, Box 322, Converse, Ind., wants Wab., NKP, NYC kerosene rr. lanterns.

FRANK DI FALCO, 31 Ringgold St., Haverhill, Mass., sells New Eng. area diesel pix. (SSE) Wants negs. Bald. and FM cab units, Pennsy centipedes, BL-2's, other unusual diesels.

KARL DONALDSON, 536 N. 3rd East, Lehi, Utah, wants from 10 to 50 ft. 8mm color movies of 4-6-2 Pacific pass. run in open country about 40 yrs. ago.

CARL EHRKE, 99-50 64th Ave., Rego Park, N.Y., trades PRR, LIRR emp. tts. for those of other rds.

CONRAD EKSTROM, Jr., Park St., Tilton, N.H., sells 8x10 steam pix CB&Q 5629, tkts., other railroadiana; state interests.

JACK ELLIS, 990 7th Ave., Marion, Iowa, wants Milw. steam, diesel pix, slides, emp. tts.

J. W. ESTEP, 49 Union St., Mt. Holly, N.J., sells misc. railroadiana, bks; no list; state wants.

LYLE EVERSON, Box 1, Viroqua, Wis., will sell Railroad Magazine 1947-'55, execell. cond.

GRANT FERGUSON, 606 W. 27th Ave., Vancouver, B.C., Canada, trades size 616 negs. diesel, some steam; swaps CPR train ords. for other rds.

GEO. FISHER, 711 N. 32nd Court Hollywood, Fla., has orig. copies (not reprints) "Motive Power Devel. PRR System," 1924; "Brooks Loco. Works," '99; sell or trade for toy trains.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich., wanths size 616 or 5x7 pix B&A diesels.

T. J. GASCOIGNE, Courtice, Ont., Canada, buys on approval 35mm color slides VGN, B&A, QRL&P, Shawinigan Falls Term., other Canadian elecs, QC steam.

CARL GAY, 460 Linden Ave., Winnipeg, Canada sells b&w steam pix, portrait and action, all live Canada, U.S., over 500 diff. (SSE)

AL GILCHER, 17 Lochland Rd., Valhalla, N.Y. has pads of trolley and bus transfers, sell or swap (SSE)

JIM GILLIN, 113 Shisler Ave., Alden, Pa., want 35mm slides, tts., LIRR. Seeks pen pal interested in LIRR.

FRANKLIN GNAU, 1477 Ellicott Rd., Orchard Park, N.Y., wants pic interior Pennsy K-4 cab.

WM. GORDON, 811 Garson Ave., Rochester, N.Y. will buy pix Bath & Ham. locos 1, 2, 3, 5, 7, 9 10, 12, 15; wants B&H loco data for book he is writing.

A. J. GRIBBLE, RR 1, Box 37, Iron Mountain, Mich., will sell 141 diff. issues Railroad Magazine, 1935-'48; incl. all copies for '37, '38, '44, '47, '48; all good cond. with covers; make offer.

BOB GREENWALT, 3643 N. Rosemead Blvd., Rosemead, Calif., buys, trades rr. stock certificates.

JOE GRIMES, P.O. Box 41, Sterling, Va., wants pix Wash. & Old Dom.; Cassville & Exeter.

W. A. GRIMM, 204 Gregory Ave., West Orange, N.J., will swap brass N&W Y66 bldr. plate for Pennsy class C-1, E-6s, or G-5s.

ROBIN HAAS, 123 S. Westgate Ave., Los Angeles, Calif., collects trolley transfers, tts., maps; will trade for LAMTA trfs., tts., pix. Sells 8x10 pix 30¢ ea. plus postage.

FRITZ HARDENDORF, 4298 Shenandoah Dr., Dayton, O., buys any size pix Lake Shore Elec., VGN class EL2B, GN class W locos.

Terre Haute & Indianapolis No. 2 (Schenectady, 1910), later Pennsy No. 8702.
Collection of John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Mon., England

(Mr.) PEARL HARKINS, 1405 St. Marys Ave., Parkersburg, Va., has emp. tts., gen., orders, rulebks., etc., to trade; send for list.

LESTER HARLOW, 5901 Paul St., Alexandria, Va., wants Rut., CNS&M, FEC, MV-KOG emp. tts.

ROBT. HAYES, 403 E. 5th St., Los Angeles, Calif., will buy Kalmbach's NYC photo album

BRUCE HEARD, 1005 Vagedes Ave., Fresno, Calif., wants descriptive folders on various SP name-trains.

JOHN HILTON, 3405 University Blvd., Kensington, Md., will buy N&W class J bldr. and/or classification plates.

JOHN HODSON, Britt, Iowa, wants C&NW, M&StL steam pix and negs., tts., and emp. tts.

AL HUDSON, 128 Hann Dr., Birmingham, Ala., wants pix, info. on Toledo, Houston, Lorain, Springfield, and E. Mass. trolleys later used by Birm Elec.

PETER JACONSEN, 468 E. Marigold St., Altadena. Calif., sells PE and Key System trolleyana. (SSE)

BOB JONES, 131 Kendall Way, Covina, Calif., trades rr. hand lanterns, switch locks. Welcome visitors.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y., sells back issues Railroad Magazine, Trains, mdl. mags., R&LHS Bulletins, etc. (SSE) Buys collections of such mags. and Bulls., good cond.

HARRY KELSO, Railroad Museum Antiques, Box 42, Pittsburg, Kan., buys switch keys, locks, lanterns, other small rr. and old express co. items.

SAM KRANTZ, 331 W. 263rd St., New York, N.Y., collects Eastern dining-car napkins, glasses; Western rr. uniform buttons; sells old CERA Bulls., PRR tts. 1925-'45.

E. F. KRAFT, 3427 N. Ottawa Ave., Chicago, Ill., sells Milw. joint tts. 3, 4, Chi. Term Div., Ill. Div. First Subdiv. combined, 20¢ ea.

J. D. LAYSER, 1117 Vilsmeier Rd., Lansdale, Pa., will sell Railroad Magazine, Jan. '35 to July '54.

ROY LINSCOTT, Jr., Box 341, Natick, Mass., publishes 2-sheet mimeographed "Locomotive Notes," with rosters, etc., $1 yr., free sample copy, but only for long self-addressed stamped env.

ELVIN LIQUE, 917 N. 3rd Ave., Wausau, Wis., buys 35mm color slides Soo Line new GP-30, CB&Q GP-30, CGW time frts.

HERB MASON, 1402 Wende Rd., Victoria, B.C., Canada, buys any size pix CPR D10 4-6-0's 902, 948, 951, 955, 968.

WALT MATUCH, 182 Prospect Ave., Bayonne, N.J., trades diesel negs. of LIRR, CNJ, E-L, PRR, LV. SIRT, trolley negs.

JACK MAY, 5601 Riverdale Ave., New York, N.Y., buys, trades rr. tkts., cash fare receipts, NYC, PRR, Erie, DL&W, NJ&NY, CNJ, RDG, B&O.

MICK Mc SWEENEY, 49 Oneida Ave., Lake Hiawatha, N.J., wants commuter tts., Chicago area, West Coast; has com. tts. E-L, CNJ, PRR, NYC, NH, LIRR.

GEO. MELVIN, 4 Gardiner St., Richmond, Maine, wants pix snowplows, all rds., action or still.

ED METZ, 1162 Lynda Lane, Warminster, Pa., buys LNL and O&W tr. ords.; send list of stations you'll sell. He sells 150 tr. ords. $1. Will send free info. on National Asso. of Tr. Ord. Collectors.

WM. MOLL. Earth Sciences Dept., Washington Univ., St. Louis, Mo., wants calor slides, any Fla. or Ga. trolley; any pix Jacksonville trolleys.

L. D. MOORE, 121 Flagg Rd., Deep Creek, Chesapeake, Va., sells much railroadiana, incl. steam, trolley negs., pix; bks., tts., calendars; big list 20¢.

DAVE MULKINS, P.O. Box 315, Fairfield, Iowa, sells 8x10 diff. pix CB&Q 5632, action, 12 diff. for $12.

WILLIS MURDOCK, Box 383, Cocoa, Fla., will buy pic L&N or Sou. water tank.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells wide variety railrodiana; big list 10¢.

R. V. NIXON, 2004 Wylie Ave., Missoula, Mont., will accept best offer for intact collection, nearly 4000 NP steam negs, mostly size 616, locos, action, wrecks. (Ed. note: Good quality.)

HUGO OHLSSON, Mayfair, Apt. 30, Roseville, Calif., wants pix of Hayes St., cable car, San Fran., 1904-'06, buy or trade; has many pix S.F. cable cars.

W. R. OSBORNE, 1019 SE 12th Ave., Deerfield Beach, Fla., sells pc. size pix many steam types, over 80 rds.

DICK PALMER, 104 Croly St., Syracuse, N.Y., has NYC emp. tts.; Roches. Putnam, Buff. Term., Mohawk, Hud. divs., mainly 1920's, good cond.; will trade for NYC pix or sell 50¢ ea.

JOHN PARKER, Rte. 1, Box 106-G, Aiken, S.C., sells prints, all sizes, rrs., trolleys; lists 10¢ ea. Sells 616, 620 negs., 35mm slides SE rys. Needs any size negs. Monon, BAR, Interstate.

KEN PARKINSON, 229 N. Triphammer Rd., Ithaca, N.Y., sells real trainmen's uniform buttons, 19 rds., made into tie clips $2.50 ea., cuff links $3 pr.; both $5.

C. G. PARSONS, 123 Riverdale Rd., Liverpool, N.Y., sells Kodachrome 35mm slide duplicates, steam, trolleys; sample 25¢.

BEN PERRY, Jr., 113 Sheldon St., Providence, R.I., sells 35mm dupl. Kodach. slides Johnstown PCC, double-tr. Birney, No. 355 standard car; 3 slides $1.

KARL PIEPENBURG, 120 N. Ashland, Palatine, Ill., wants negs. CA&E, Milw. Elec., other Midwest interurbans.

HERNDON PRICE and MIKE GILLESPIE, Box 143, Georgetown, Ky., sell all sizes b&w pix, steam, diesel, 20 for $2; no returns.

LOUIS POLINIAK, 1017 N. Washington St., Shamokin, Pa., wants pix P&RC&I pay train.

BOB PRINE, 233 3rd St., Baraboo, Wis., sells C&NW hi-fi LP "Steam Power," stereo LP "Calliope Capers," $4.98 ea., 2 for $9.

DAVID POND, 85 California Dr., Rochester, N.Y., sells illus. monthly historical rr. paper; free sample.

BOB PURDY, 37 Davis Lane, Red Bank, N.J. wants pix of CNJ, Pennsy, N.J. shortlines; will trade 35mm dupl. slides of NY&LB. (SSE)

GEO. RAYMOND, 504 Tompkins Ave., South Plainfield, N.J., wants pix, tts., maps, etc., Maine 2-footers.

GEO. RITZ, 1351 Fillmore St., Philadelphia, Pa., selling 2500 pc. size negs., photo PRR steam from "John Bull" to steam turbine, incl. rare old ones. Also 8x10 Brigantine Traction photo. Now age 69, he is disposing of entire collection.

JEFF ROBBINS, 1251 S. Point View St., Los Angeles. Calif., wants Japanese pen pal to trade b&w rr. or trolley negs.

PAT ROBBINS, Post Office, Middleville, N.J., will buy NYO&W steam, diesel pix., tts., emp. tts.

W. ROBBINS, P.O. Box 805, Palestine, Texas (retired MP condr.), disposing of large old collection misc. railroadiana: tts., emp. tts., annual passes, Railroad Magazine, Trains, etc. (SSE; mention your favorite rr.)

WARREN ROHN, 5442 Fleming St., Vancouver, B.C., Canada, wants b&w prints, negs. CPR, CNR steam, Banff, Jasper divs.

JIM SCRIBBINS, 155 N. 79th St., Milwaukee, Wis., sells emp. tts., Off. Guides, other railroadiana. (SSE)

JOE SMITH, 304 Picker Ave., Wood River, Ill., sells orig. steam slides, many rds, 15¢ ea.; list, sample 30¢.

MARC SOLON, 704 Parkside Ave., Trenton, N.J., wants Antofagasta & Bolivia emp. tts.

JOE STARK, 3523 Garfield Ave. S., Minneapolis, Minn., sells old issues Railroad Magazine, Trains, Mod. RRs., Ry. Progress, bks., tts., etc. Send for list.

AL STAUFER, Rte 4, Medina, O., wants good action shots, any U.S. rr., esp. C&O, early NYC. Will pay cash or trade with copies of his 2 books, "Steam Power NYC," "Pennsy Power."

RICH STEWART, 209 Pearl St., Brockville, Ont., Canada, will swap Canadian diesel, trolley slides, 35mm and 620, for U.S., Canadian diesel negs.

J. A. STOKES, 3958 S. Hill St., Los Angeles, Calif., will buy steam bldrs. photos, any size lots; tell details.

JOHN STROCK, 68- Delaware, Detroit, Mich., sells 8x10 b&w photos Phila. trolleys before 1920; list, 2 samples $1. (SSE)

EDW. SURKOSKY, 307 11th St., Windber, Pa., wants any size Johnstown trolley pix.

ROBT. SWICK, 334 6th Ave. SW, Cedar Rapids, Iowa, wants book "Loco. up to Date," by McShane, 1920 ed.

PAUL THOMPSON, Box 1804, Prescott, Ariz., wants tr. ords from now-closed ATSF stations, Albuq. Div.

H. K. VOLLRATH (L&A tr. dispr.), 2524 Meriwether Rd., Shreveport, La., sells steam pix; new list covers all classes D&H. Erie, NYO&W, CNJ, DL&W; sizes 616, pc. (SSE). Also sells old Railroad Magazines.

JOHN WALSH, 500 Shadyside Dr., Lindenwold, N.J., seeks pen pal interested in various forms of transportation. Buys bus photos; buys, trades bus, trolley tkts., trsfs., tts.

OTTO WEISS, 32-52 34th St., Long Island City, N.Y., sells all sizes pix for n.g. coal-mine railroads. (SSE). Negs. lent in exchange for typing work.

M. C. WIKMAN, Mt. Olive Rd., Flandees, N.J., trades emp. tts., tr. orders, bks., etc. (SSE)

JOHN WOOD, 1940 7th Ave., Oakland, Calif., will sell 300 size 616 negs., CPR, CNR, PGE, BCE, misc., for best offer; write for details.

JACK WILSON, Rte. 2, Box 2668, Bainbridge Island, Wash., wants any size pix Atl. & St. And. Bay steam, also UP 3956.

MISS VIVIAN WAGNER, 4611 N. Broadway, Chicago, Ill., wants decks of rr. playing cards: Monon, PM, Soo Line.

W. ZIKIAS, Jr., 76 Connecticut Ave., Greenwich, Conn., sells tts., emp. tts., rulebks., passes, calendars, foreign bldr. plates, etc.; list 25¢.

Model Trading Post

BILLY AGERHOLM, 317 5th Ave., Ridgefield Park, N.J., wants colored pix Tom Thumb, DeWitt Clinton, other oldies, to guide him in painting models.

GLENN BAXTER, 1973 E. 73rd St., Chicago, Ill., buys, sells, swaps AF elec. trains, catalogs prior to 1960.

STEVEN EASLON, 1300 Beechwood Ave., Fullerton, Calif., will sell backyard rr. hand (pump) car, 7½" gage, 1½" scale, near new, $85. (SSE)

D. E. FIELD, 237 Lexington Ave., Pitman, N.J., wants HO gage Gem Rdg. 15-c, united 3-truck Shay; state cond.

JOHN HORNYAK, Box 79, Farmington, W. Va., will sell Mdl. Rrer 1957-'61, Mdl. Trains 1957-'61, RMC 1958-'61, Trains 1943-'58, all good cond. (SSE)

L. D. MOORE, 121 Flagg Rd., Deep Creek, Chesapeake, Va., sells old tinplate, scale cats.; list 20¢.

VINSON PHILLIPS, 5254 39th St. S., St. Petersburg, Fla., has much Lionel 0 and 027 eqpmt., sell or trade for 0 scale, any cond. (SSE)

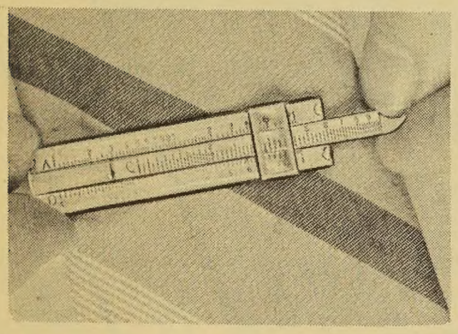
JEFF WETMORE, 657 Lyndon St., Monterey, Calif., wants 0 gage scale model CP "Gov. Stanford," Norris 1863, or Sinclair 4-4-0.

M. C. WIKMAN, Mt. Olive Rd., Flanders, N.J., will sell 2-8-8-4, 4-6-6-4, 2-8-2, other models, all used; write for list. ●

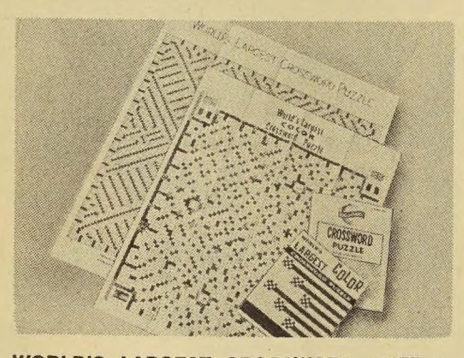
The Western Maryland recently became the first railroad anywhere to install the new type of moving-train weighing system developed by a Northfield, Ill., firm. Cars are weighed electronically as the train moves over Railweight scales at a speed up to 7 miles per hour. A year ago the AAR and ICC amended their 50-year-old regulations to permit weighing of freight trains while coupled and in motion.

men's mart

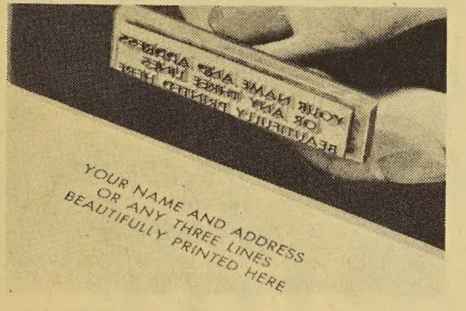
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.



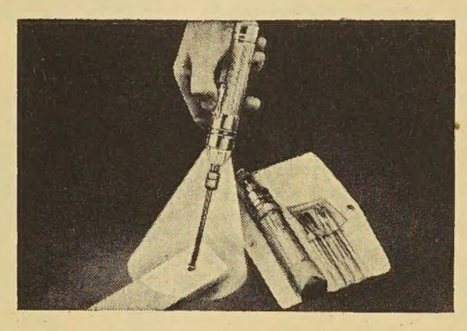
SLIDE RULE TIE CLASP — and it really works! Ideal gift for every man — engineer, draftsman, designer, architect, student, etc. A conversation piece that any man will delight to wear. Calibrated, it's 2" long. A handsome tie clasp in sterling silver. $3.30 ppd. Liberty House, Dept. A-11, 176 Federal Street, Boston 10, Mass.



WORLD'S LARGEST CROSSWORD PUZZLE. Over 4,000 words across and down just waiting to perplex, amaze and delight you. Complete set includes one black and white puzzle sheet (25" x 32"), one color puzzle sheet (22" x 28"), 2 crossword puzzle books and the answers. $2 ppd. Constance Marmo, 1661 Griffith Park Blvd., Los Angeles 26, Calif.

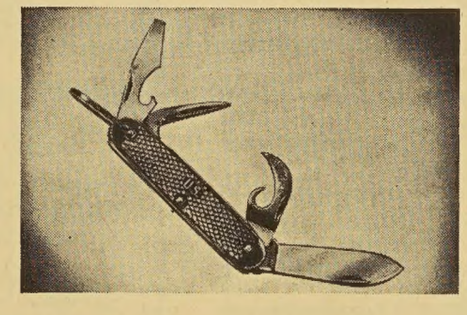


PERSONALIZED STAMPER is so handy that every member of the family should have his own. Type is clear and readable and the control-inked pad is good for thousands of impressions on hundreds of things. Featherlight, leak-proof case can't rust. Print lines you wish on stamp. $1 ppd. Hubbard House, Dept. S-10, 176 Federal St., Boston 10, Mass.

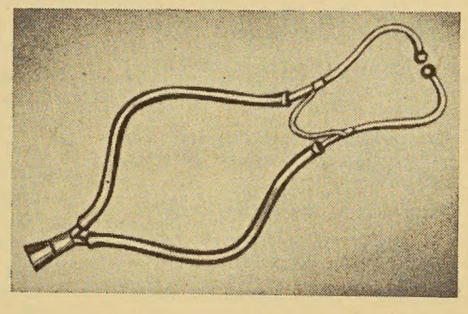


BURGLAR'S TOOL KIT is the famous nickname of this 5-piece flashlight-screwdriver set. So darn handy with 4 interchangeable drivers of tempered steel. Gives brilliant beam of light in dark work areas. Excellent for emergencies. Uses 2 standard batteries. With case, $2.95 ppd. Rare Gift Co., Dept. AMG, 380 Lexington Ave., New York 17.

$1,000 LOOK FOR $27. Truly dazzling, more radiant, more refractive than expensive stones, yet you can buy a 1 ct. Capra Gem for $27. This is the "man-made" miracle about which you have read. Write for free illustrated booklet of hand-polished and hand-cut rings for men and women. Capra Gem Co., Dept. A-93, Box 5145, Philadelphia 41, Penna.



U.S.M.C. SURVIVAL KNIFE is brand-new surplus just released by the Marine Corps. Handle and all, it is completely stainless steel, does just about everything. Has long cutting blade, screwdriver, can and bottle opener, awl and punch. With belt loop, $3.95 ppd. (½ Gov't price). Day Co., Dept. AMG, Box 311 Gracie Station, N.Y. 28.



U.S.M.C. STETHOSCOPE. Ever try to buy one of these? Hard to find, and usually expensive, this is a U.S. Medical Corps stethoscope. Brand-new surplus, ideal for doctors, engineers and mechanics, educational for kids and adults. $2.95 ppd. (half regular price). Madison House, Dept. AMG 380 Lexington Ave., New York 17, New York.

OPPORTUNITIES FOR YOU

For ad rates, write PCD
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Chicago 6

(MB-OCT.-NOV. '63)

BUSINESS & MONEY MAKING OPPORTUNITIES

MAKE $25-$50 week, clipping newspaper items for publishers. Some clippings worth $5 each. Particulars Free. National, 81, Knickerbocker Station, New York City.

$100 WEEKLY POSSIBLE, compile mailing lists and prepare envelopes for advertisers. Home—spare time. Particulars free. National Service, 81, Knickerbocker Station, N. Y. City.

PERSONAL & MISCELLANEOUS

CARD SHARK HOME movies show you how! Sample $1.00. Free information. Santana, Box 2666, Van Nuys, Calif.

FASCINATING, UNUSUAL PUBLICATIONS! Details, 25c; Wilson, Box 1441, Santa Monica, Calif.

SECRET MAIL RECEIVING System. Hedgpeth, 406 South Second, Alhambra 18, California.

"HOMEBREW RECIPES" BEER, Wine, Champagnes. $1.00. Box 322, Aurora, Colo.

INVENTIONS

INVENTIONS NEEDED IMMEDIATELY for manufacturers. For additional information write Kessler Corporation, C-1310, Fremont, Ohio.

PATENT SEARCHES, $6.00! Free "Invention Record"/ Information.—Miss Hayward, 1029 Vermont, Washington 5, D.C.

EDUCATIONAL OPPORTUNITIES

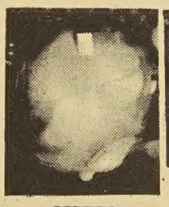
COMPLETE YOUR HIGH School at home in spare time with 66-year-old school. Texts furnished. No classes. Diploma. Information booklet free. American School, Dept. X718, Drexel at 58th, Chicago 37, Illinois.

MUSIC & MUSICAL INSTRUMENTS

POEMS NEEDED FOR songs and records. Rush poems. Crown Music, 49-MH West 32, New York 1.

HYPNOTISM

FREE ILLUSTRATED HYPNOTISM Catalogue. Write: Hypnotist, 8721 Sunset, Hollywood 69W, California.



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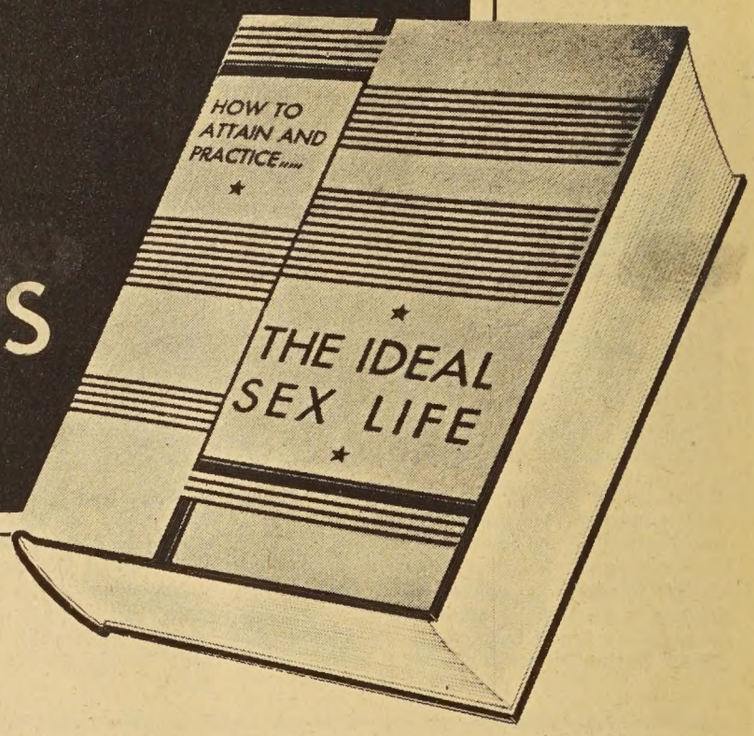
Married Happiness Can Last Forever with these

SEX INSTRUCTIONS

For Adults Only



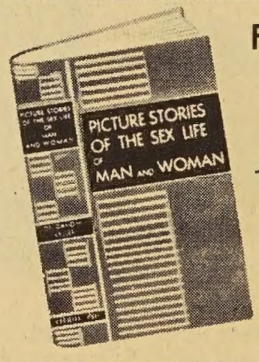
by DR. J. RUTGERS

70 Simply Written Frank Chapters!

Readers of this all-complete book (one of the largest on married sex practice) have learned so much more than they thought possible! Practically every type of married sex problem and every age is individually treated. Shows how to carry out the detailed instructions. Experience the supreme satisfaction of a longer, happier married sex life and abolish the dangers of wrong sex notions. 150,000 illuminating words help establish the necessary desired cooperation between husband and wife. One of the most up-to-date books, the latest improvements, methods, etc., that should be known. This treasure is yours now for only $2.98 (originally $6.00).

Partial Contents of "Ideal Sex Life"

- Modern methods of sex hygiene —for male and female sex organs.
- Latest sex discoveries for improving sexual practice.
- Role of husband and wife in the sex act.
- Reactions of man and woman compared.
- The perfect sex act.
- Step by step plan for wedding night and honeymoon.
- Avoiding harmful mistakes of newlyweds and older married couples.
- "Rejuvenation treatments" for increasing sex potency of man and woman.
- What causes the sexual urge.
- Sex attraction and art of courtship for woman, man.
- Modern art of mutual sex satisfaction.
- Natural birth control.
- Foreign sex practices.
- Attaining Pregnancy.
- Ideal sex techniques and methods for satisfactory sex act.
- Overcoming frigidity in women.
- Preventing dangers of children's sex life.
- Art of love for different ages and types of men and women.
- Advice for aged married people.
- Attaining the greatest satisfaction in sex life.
- 4 kinds of sexual satisfaction.
- Avoiding too much or too little sex life.
- Overcome physical hindrances for ideal sex practice.
- Avoiding dangerous sex relations.
- Degeneracy facts of sex.
- The male and female sex organs.
- Strengthening man's sex virility and sex control towards ideal mutual climax.
- Importance of caresses, embraces for ideal sex life.
- Sources of Disease.
- Sex act regarding change of life, pregnancy.
- The problem of self-satisfaction.
- Sexual Case Histories.
- How to treat abnormal cases.
- Art of choosing a mate for ideal married sex life.
- Plus many more enlightening chapters—every one in simple frank words!



FREE Picture Book

317 Illustrations

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With order of "The Ideal Sex Life" we give you FREE "Picture Stories of the Sex Life of Man and Woman." 317 illustrations with detailed explanations of the sexual side of the human body.

- Natural birth control charts.
- Facts to know on bridal night.
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- How sex system of man and woman works.
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Profits That Lie Hidden in America's Mountain of Broken Electrical Appliances

By J. M. Smith *President, National Radio Institute*

And I mean profits for you — no matter who you are, where you live, or what you are doing now. Do you realize that there are over 400 million electrical appliances in the homes of America today? So it's no wonder that men who know how to service them properly are making $3 to $5 an hour — in spare time or full time! I'd like to send you a Free Book telling how you can quickly and easily get into this profitable field.

THE COMING OF THE AUTO created a multi-million dollar service industry, the auto repair business. Now the same thing is happening in the electrical appliance field. But with this important difference: anybody with a few simple tools can get started in appliance repair work. No big investment or expensive equipment is needed.

The appliance repair business is booming — because the *sale* of appliances is booming. One thing naturally follows the other. In addition to the 400,000,000 appliances *already* sold, this year alone will see sales of 76 million *new* appliances. For example, 4,750,000 new coffee makers, almost 2,000,000 new room air conditioners, 1,425,000 new clothes dryers. A nice steady income awaits the man who can service appliances like these. And I want to tell you why that man can be *you* — even if you don't know a volt from an ampere now.

A Few Examples of What I Mean

Now here's a report from Earl Reid, of Thompson, Ohio: "In one month I took in approximately $648 of which $510 was clear. I work only part time." And, to take a big jump out to California, here's one from J. G. Stinson, of Long Beach: "I have opened up a small repair shop. At present I am operating the shop on a spare time basis — but the way business is growing it will be a very short time before I will devote my full time to it."

Don't worry about how little you may now know about repair work. What John D. Pettis, of Bradley, Illinois wrote to me is this: "I had practically no knowledge of any kind of repair work. Now I am busy almost all my spare time and my day off — and have more and more repair work coming in all along. I have my shop in my basement."

We Tell You Everything You Need to Know

If you'd like to get started in this fascinating, profitable, rapidly growing field — let us give you the home training you need. Here's an excellent opportunity to build up "a business of your own" without big investment — open up an appliance repair shop, become independent. Or you may prefer to keep your present job, turn your spare time into extra money.

You can handle this work anywhere — in a corner of your basement or garage, even on your kitchen table. No technical experience, or higher education is necessary. We'll train you at home, in your spare time, using methods proven successful for over 45 years. We start from scratch — *tell* you in plain English, and *show* you in clear pictures — everything you need to know. And, you will be glad to know, your training will cost you less than 20¢ a day.

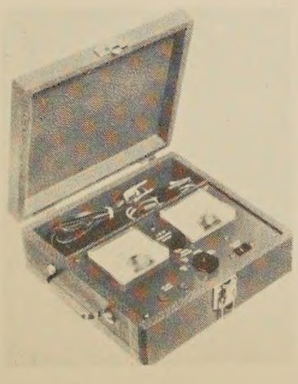
FREE BOOK *and Sample Lesson*

I think that our 24-page Free Book will open your eyes to a whole world of new opportunities and how you can "cash in" on America's "Electrical Appliance Boom."

I'll also send you a Free Sample Lesson. It shows how simple and clearly illustrated our instruction is — how it can quickly prepare you for a profitable future in this big field. Just mail coupon, letter, or postcard to me: *Mr. J. M. Smith. President, National Radio Institute, Dept.* **R4J3** *, Washington 16, D.C.* (No obligation, of course — and no salesman will call on you.)

EARN WHILE YOU LEARN
with this APPLIANCE TESTER

— Yours at No Extra Charge



Your NRI Course comes *complete* with all the parts to assemble a sturdy, portable Appliance Tester that helps you earn while you learn. Easy-to-follow manual tells how to assemble and use the Tester *right away*. Locate faulty cords, short circuits, poor connections, etc. in a jiffy; find defects in house wiring, measure electricity used by appliances; many other uses.

With this Tester you save time and make money by doing jobs quicker, making sure appliances operate correctly after repairs.

MAIL THIS FOR FREE BOOK and SAMPLE LESSON

Mr. J. M. Smith, President
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Tell me how I can "cash in" on the "Electrical Appliance Boom." Send me your illustrated FREE BOOK that outlines the whole NRI Course, tells what opportunities are open to me, answers my questions, describes success of other students, and much more. Also send me the FREE SAMPLE LESSON so I can see how clear and easy your instructions are. I am particularly interested in:

☐ **Spare Time Earnings** ☐ **Business of My Own** ☐ **Better Job**

I understand there is no obligation on my part; and no salesman will call on me.

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City.....Zone....State.....

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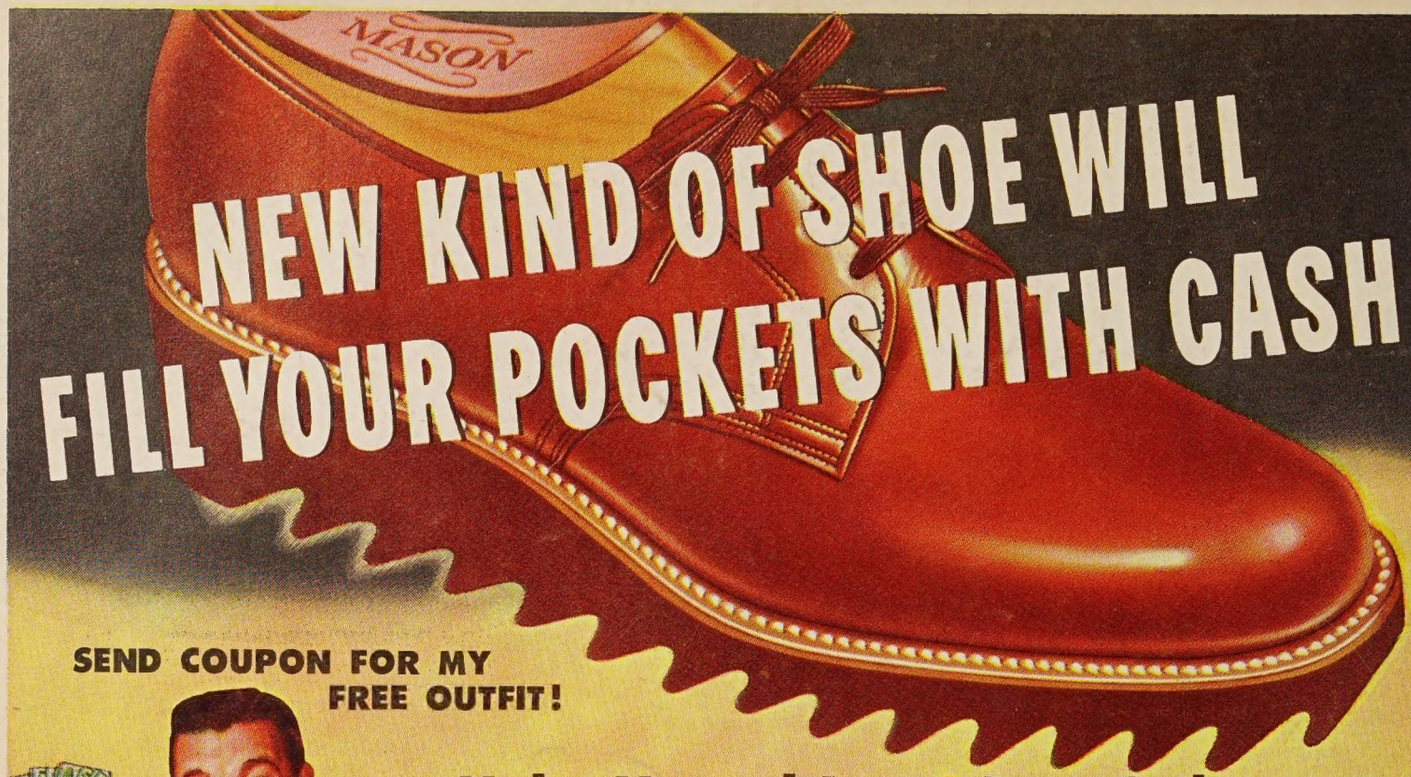
NEW KIND OF SHOE WILL FILL YOUR POCKETS WITH CASH!



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Make Money! Just 8 Easy Orders a Day Bring You Up to $960 a Month!

From the moment you step into Mason's revolutionary new Ripple Sole shoes, things start to happen. People stop you on the street . . . want to know where **they** can buy this amazingly different kind of shoe. And there are plenty of good reasons why you'll sell Mason Ripple Sole Shoes on sight. First, they **are** so different. No one has ever seen anything like 'em! These are the shoes that give shock-reducing gliding action . . . **forward thrust** . . . to every step you take. More comfortable, because they feature Mason's famous Air Cushion innersoles. Everyone wants 'em!

But Ripple Sole shoes are only one of many exciting new features in the powerful Selling Outfit I'll send you FREE! Using this outfit in the way I'll show you, you can earn as much as **$960 EXTRA monthly on just 8 easy orders a day**! I'll set you up in a "Shoe Store Business" you can run from home. You'll have no expenses. You'll never have to invest one cent. Yet you keep 100% of the profit! No wonder James Kelly of Ohio made $93.55 selling Mason Nationally-Advertised shoes—in a single evening! No wonder C. Tuttle averages $80 a week! It's easy, with our way of selling shoes. You need no experience. We carry the stock. We ship the shoes. All you do is show the styles, take orders! You get cash, prizes, bonuses!

210 Fast-Selling Styles To Send Your Profits Soaring!

It's easy for you to make money fast, with so many new ideas like the Ripple Sole, amazing Shu-lok laceless shoe—plus dozens of time-tested, popularity-proven staple items like water-shedding Sylflex shoes, sturdy, comfortable, long-wearing work shoes, steel-toe safety shoes, others! Mason shoes sell fast! They're nationally Advertised in magazines read by thousands of people daily! Sell to friends, neighbors, folks where you work. Top men make up to $10 an hour—from their very first hour!

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Send no money—now or later. Simply fill out and mail the coupon below, and we'll rush you FREE Starting Business Outfit worth up to $960 EXTRA MONTHLY CASH PROFIT to you! You'll get Kit featuring 210 quick-selling dress, sport, work shoe styles for men and women . . . foolproof Measuring Equipment . . . How-To-Make-BIG-MONEY Booklet . . . EVERYTHING you need to start making loads of extra cash from your first hour. Act today, because Mason's amazing Ripple Sole Shoe is new—exciting—in big demand! Rush coupon Now!

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Chippewa Falls, Wisconsin (Since 1904)

RUSH MY FREE OUTFIT!

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You bet I want to earn as much as $960 EXTRA MONTHLY CASH by showing your new Ripple Sole Shoe and 209 other proven moneymakers! Rush EVERYTHING I need—FREE and postpaid—to start making extra cash at once!

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